



BLOOMINGTON-NORMAL

Metropolitan Long-Range Transportation Plan 2050

MCLEAN COUNTY REGIONAL PLANNING COMMISSION | Approved October 28th 2022





BLOOMINGTON-NORMAL URBANIZED AREA **Metropolitan Long-Range Transportation** **Plan 2050**

Developed by the **M**cLean **C**ounty **R**egional **P**lanning **C**ommission

In cooperation with

McLean County
City of Bloomington
Town of Normal
Connect Transit
Central Illinois Regional Airport
Illinois Department of Transportation - Region 3, District 5

Table of Contents

Metropolitan Long-Range Transportation Plan 2050 Project Steering Committee.....	IV
McLean County Regional Planning Commission Transportation Committees.....	VII
McLean County Regional Planning Commission.....	VII

Chapters

Chapter 1. Introduction to the MLRTP Plan & Planning Process.....	1
Chapter 2. Existing Conditions.....	6
Chapter 3. A Foundation of Data.....	20
Chapter 4. Key Focus Areas and Public Priorities.....	43
Chapter 5. Goals, Objectives, Strategies, & Performance Measures.....	55
Chapter 6. Preparing Our Transportation Future.....	69
Chapter 7. Steps to Implementation.....	77

Appendices*

Appendix 1. Outreach Documentation

Appendix 2. Existing Conditions

Appendix 3. Project Steering Committee and Focus Group Notes

Appendix 4. Local, State, and Other Documentation

Appendix 5. American Community Survey/US Census Questionnaire

Appendix 6. Population Projections

Appendix 7. Transportation Emissions

Appendix 8. Transportation Infrastructure Expenditure List

* Appendices are included as separate PDFs and can be found on [our website](https://mcplan.org) (<https://mcplan.org>)

Page intentionally left blank

B-N MLRTP 2050

Project Steering Committee

Committee Members

Kevin Kothe	Director of Public Works, <i>City of Bloomington</i>
Ryan Otto	Director of Public Works and Engineering, <i>Town of Normal</i>
Jessica McKnight	Administrator, <i>McLean County Health Department</i>
Jerry Stokes	County Engineer, <i>McLean County Highway Department</i>
Cathy Coverston-Anderson	Assistant Administrator, <i>McLean County Health Department (Former)</i>
Carl Olson	Executive Director, <i>Central Illinois Regional Airport</i>
David Braun	General Manager, <i>Connect Transit</i>
Daniel Magee	Federal Aid Coordinator, <i>IDOT, District 5</i>
Robert Nelson	Planning and Services Chief, <i>IDOT - District 5</i>
Mike Gebeke	Associate VP - Facilities Services, <i>Illinois State University</i>
Carl Teichman	Director, Government and Community Relations, <i>Illinois Wesleyan University</i>
Charles Irwin	Board Member, <i>Bloomington School District 87</i>
Stan Gozur	Board Member, <i>McLean County Unit 5 School District</i>
Raymond Lai	Executive Director, <i>McLean County Regional Planning Commission</i>

Other Participants

Robert Innis	Metropolitan Planning Manager, <i>IDOT - Bureau of Planning</i>
Luke Hohulin	Assistant County Engineer, <i>McLean County Highway Department</i>
Jacob Smith	Transportation Planner, <i>Connect Transit</i>
Brandon Geber	Metropolitan Planning Manager, <i>IDOT - Bureau of Planning (Former)</i>

McLean County Regional Planning Commission Staff

Raymond Lai	Executive Director, <i>AICP</i>
Jennifer Sicks	Senior Transportation Planner, <i>AICP</i>
Tessa Ferraro	Community Planner
Gregory Huss	Community Planner
Ana Mendoza	Assistant Planner
Tania Barreto	Assistant Planner
Katie McShane	Office Manager/Executive Assistant
Anthony Yamzon	Stevenson Fellow, <i>Illinois State University</i>
Cassidy Kraimer	Stevenson Fellow, <i>Illinois State University (Former)</i>
Melissa Quimby	Stevenson Fellow, <i>Illinois State University (Former)</i>

B-N MLRTP 2050

Focus Group and Project Steering Committee Meeting



Pedestrian and Bicycle Focus Group Meeting



Project Steering Committee

Page intentionally left blank

B-N MLRTP 2050

Transportation Committees and Regional Planning Commission

Transportation Technical Committee

Raymond Lai	MCRPC Executive Director, Technical Committee Chair
Carl Olson	Central Illinois Regional Airport, Executive Director
David Braun	Connect Transit, General Manager
Cassy Taylor	McLean County, County Administrator
Jerry Stokes	McLean County Highway Department, County Engineer
Tim Gleason	City of Bloomington, City Manager
Kevin Kothe	City of Bloomington, Director of Public Works
Craig Shonkwiler	City of Bloomington, City Engineer
Pamela Reece	Town of Normal, City Manager
Ryan Otto	Town of Normal, Public Works & Engineering Director
Robert Nelson	IDOT District 5, Planning & Services Chief
Dan Magee	IDOT District 5, Federal Aid Coordinator

Transportation Policy Committee

John Burrill	MCRPC Chair, Policy Committee Chair
Jim Soeldner	McLean County Board Transportation Committee Chair
Mboka Mwilambwe	Mayor, City of Bloomington
Chris Koos	Mayor, Town of Normal
Scott Neihart	IDOT District 5

Regional Planning Commission

John Burrill	Chairperson
Carl Teichman	Vice-Chairperson
Bart Bittner	Member
Jim Fruin	Member
Stan Gozur	Member
Charles Irwin	Member
Jennifer Langley	Member
Ron Lesser	Member
Tony Morstatter	Member
Carl Olson	Member
Michael Pettorini	Member

Page intentionally left blank



CHAPTER ONE

Introduction to the MLRTP & Planning Process

MCLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter One

Introduction to the MLRTP Plan & Planning Process

Every five years, as mandated by the federal government, the McLean County Regional Planning Commission (MCRPC) develops an update to the transportation plan for the Bloomington-Normal metropolitan area with a scope of approximately 25 years. This planning effort produces the Metropolitan Long-Range Transportation Plan (MLRTP). This plan maintains a guiding vision for our transportation system that reflects broad community goals and policies, and proposes a path to meet our future transportation needs. The most recent plan was completed in 2017.

Previous long-range transportation plans for our MPO area have attempted the problematic task of predicting the future. Specifically, MCRPC has presented data and maps suggesting likely long-term trends, including locations for potential streets and roads, expansion of transit service, rail, air and freight transportation, and future land uses served by potential transportation system changes.

Two factors have made some assumptions obsolete, and illustrations of potential patterns of growth and change not tethered to past development practices are more speculative than in previous planning periods.

First, both Bloomington and Normal have adopted new comprehensive plans within the last decade. A key element of both plans is refocusing the local approach to growth, particularly growth within the municipal incorporation boundaries. The new approach classifies developable land in priority tiers, where the highest priority is given to infill development, land already within an incorporation boundary, with full access to municipal services and some connection to the transportation system. Lower priority is given to areas without these pre-existing advantages. (See map on page 50). Even the arrival and expansion of Rivian reflects this new approach, in returning developed areas to a previous use.

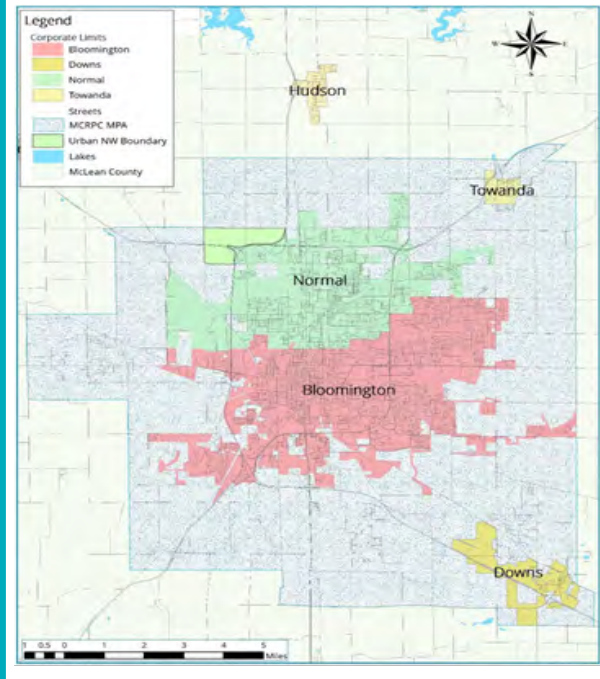
Second, unanticipated yet globally significant events have undermined previously comfortable assumptions about the way the world works. In turn, uncertainty about the stability of governments, economic actors, institutions, populations and the very planet itself is reinforced by the responses to challenges such as the COVID pandemic

and climate change. These concerns are discussed later in this chapter and in other sections of this plan.

Community goals are often expressed through municipal and regional comprehensive plans, but may also be voiced through community initiatives, priorities emerging from the work of advocacy groups, or from community goals in response to public support. Transportation planning that addresses these priorities is MCRPC's responsibility as the Metropolitan Planning Organization (MPO) for the Bloomington-Normal urbanized area.

What is an MPO?

Since 1968, the McLean County Regional Planning Commission (MCRPC) has been the federally-designated Metropolitan Planning Organization (MPO) for the Bloomington-Normal Urbanized Area, throughout a defined Metropolitan Planning Area (MPA) (See map below). The MPO functions as a forum for discussions of transportation programs and policies, including an annual inventory of funded projects to be carried out across successive five-year periods.



1
2
3
4
5
6
7

The MLRTP 2050 considers our transportation system in the larger community context, through analysis of current system conditions and deficits, anticipated future demand, and careful consideration of emerging and envisaged technological changes that may create transformative transportation options. This analysis must also consider how the transportation system will function as the community responds to internal, external and even global influences over the next quarter-century.

Guide to the Process and Participants

The transportation plan is developed under the guidance and oversight of the Project Steering Committee (PSC). The PSC is comprised of some members of the MCRPC Transportation Technical Committee, who bring expertise in the management of multiple modes in our transportation system. Also involved were representatives of local governments, the Illinois Department of Transportation, Connect Transit and the CIRA Airport Authority. For this MLRTP update, the PSC also included representatives from the Illinois State University, Illinois Wesleyan University, County Health Department and the District 87 and Unit 5 school districts. Coincidentally, four members of the PSC are also members of MCRPC.

The PSC and MCRPC staff also have the benefit of information provided by participants in five focus groups. The groups bring together the perspectives of stakeholders and subject matter experts on needs and issues faced by Public Transit, Health & Social Services, Bicycle & Pedestrian Users, Commerce & Freight and Autonomous & Connected Vehicles and Intelligent Transportation Systems.

Appendix 2 contain the project schedule. Meeting notes and attendees for the PSC and Focus Groups are included in Appendix 3.

The remainder of this chapter summarizes the content of the subsequent chapters in the plan, and notes some global challenges that may influence our expectations for the future.

Existing Conditions

Chapter 2 summarizes the current state of the transportation system, noting evaluations by the Transportation Technical Committee and other subject matter experts, progress since the 2045 Long-Range Metropolitan Transportation Plan and

emerging challenges. This includes analysis based on spatial relationships between transportation system elements and populations. Supporting documentation comprises Appendix 4.

Public Opinion, Demographics & Future Population

An extensive and multi-pronged program of community engagement is the most essential task in the MCRPC plan development process. To maximize our understanding of public opinion regarding the transportation system, our principal tool was a survey regarding priorities, experiences and concerns regarding our transportation system. The survey was distributed through the MCRPC website, with printed versions available at public libraries, and flyers regarding the survey on Connect Transit vehicles and other locations as demand suggested. For 2022, the survey was available in English, French and Spanish. The survey form and a compilation of the responses are included in Appendix 1.

As has been our practice across the last decade, the reach of the survey tool was greatly expanded through the array of partner governments and agencies that help in its distribution. MCRPC staff asked that our contacts who receive the survey go on to disseminate it to their contacts, and in turn ask that they forward it to their contacts. Given the range of agencies with which MCRPC partners, a substantial cross-section of the community can be reached in this way. This approach makes the survey available to as broad a sample of the population as possible. Documentation of this process is also included in Appendix 1. Results of the survey are discussed in Chapter 3

MCRPC staff also visited public events, including the Farmer's Market in Downtown Bloomington, as a vector for distributing surveys and getting additional comments from the public. Population and other demographic data were obtained from the 2020 Census and the aggregated 5-year results from the 2015-2019 and 2016-2020 American Community Surveys. The 2020 Census information provides the total population count and some basic demographic data. For other demographic information, such as data about language use, disability status, housing characteristics and transportation choices, the American Community Survey was the primary resource. MCRPC staff also seeks out locally compiled data for comparison with informa-

1

2

3

4

5

6

7

tion from large-scale data sources, particularly with respect to economic and employment information.

Data analysis and population projections are included in Chapter 3. Census and related data were used to calculate updated population projections for the Bloomington-Normal area and McLean County. This was an essential step in making equally reasonable estimates of what the transportation system will require to keep pace with change, and to fully serve the future population.

Chapter 3 concludes with the methods and results of population analysis and projections.

Key Focus Areas & Public Priorities

Chapter 4 reviews transportation priorities as established in public comments and stakeholder engagement, and informed by national and state policy and priorities.

I. Transportation System Safety - Consistent with the adopted Go:Safe McLean County Action Plan and federal and state transportation guidance, the principal topic for the MLRTP is safety in the transportation system. Of particular concern is the incidence of fatal crashes, noting in particular those involving pedestrians killed by motor vehicles.

Concerns about a series of such incidents helped propel MCRPC's successful Rebuilding American Infrastructure with Sustainability and Equity (RAISE) federal planning grant application in late 2021 to fund the Veterans Parkway Corridor Study. The extensive research, public engagement and data analysis called for in the scope of services for the corridor study will establish a robust collection of data with which to conduct more fine-grained analysis of the causes of safety failures throughout the transportation system and to pursue workable solutions. The planning process for the re-envisioning and re-inventing of the 80-year old, auto-oriented Veterans Parkway will commence when the grant agreement is available and executed with the U.S. Department of Transportation.

As these solutions are put in operation, the feasibility of extrapolating them to other locations can be assessed. Both the Go:Safe Action Plan implementation and the Veterans Parkway Corridor Study are key elements in achieving improved safety results for our transportation system.

II. Sustainability and Resiliency – In an era of increased understanding of the environmental consequences of development and infrastructure, the concept of sustainability has become more central to transportation planning. Previous transportation plans for our area have acknowledged it, but with a broader definition than the adoption of policies supporting system improvements that reduce environmental impacts, the use of environmentally sustainable materials and construction techniques. We have also focused on the fiscal sustainability of the transportation system, especially when considered across the decades-long scale of a long-range plan. Moreover, the transportation system must support social sustainability in its design and scope, to be usable for the entire community. These aspects of sustainability are a core consideration in projecting project requirements and estimated costs through mid-century.

Resiliency is a related concept, but focused on the ability of both infrastructure and fiscal resources to withstand and recover from failures in the system. In the face of climate change and its unpredictable consequences, the fragility of some elements of the system, such as bridges, and the potential for damage to infrastructure from both inadvertent and intentional human actions, the transportation system must have the capacity to withstand threats or recover from them.

III. Equity – Transportation equity means that the resources of a place are readily available to all of its residents, however they chose to travel and whatever their circumstances. It applies to providing equal access to members of racial or ethnic minorities, disadvantaged persons, whether they are challenged by poverty, disabilities, health conditions, literacy or other constraints. This idea is inherent in the transportation vision defined in our 2045 LRMTTP completed in 2017– “Our transportation system increases options for mobility and provides equitable access in support of a safe, healthy, livable, sustainable and vibrant region.” This element of transportation is an important consideration in the planned Veterans Parkway Corridor Study.

IV. Economic Support – It is common for transportation investment to be evaluated in terms of how well it supports economic activity, sometimes to the demotion of other factors in the analysis of costs and benefits. A transportation system should properly serve the community's economic interests. Discussion of this issue included the extent

1
2
3
4
5
6
7

which there are gaps in these economic functions, as informed by stakeholders and experts regarding commerce and freight.

Goals, Objectives, Strategies & Performance measures

Chapter 5 begins with a discussion of the foundational assumptions regarding future conditions, opportunities, resources and demands, which are used to frame our goals and objectives to address the priorities established in the planning process. The goals and objectives must be evaluated using data that we can collect and quantify, and which can be expressed as targets for the implementation of the plan. In view of this requirement, this portion of the chapter also considers appropriate metrics for assessing achievement of goals, and appropriate interim and final targets for reaching objectives while implementation is in progress.

The remainder of the chapter sets forth the goals for the core issues raised in Chapter 4, whether through the public survey responses, stakeholder contributions, and the deliberations by the Project Steering Committee. Some goals and the related objectives may address more than a single issue, acknowledging that issues are interrelated, to bring clarity to the collaborative process of implementation.

Preparing the Future, the Long Range Program of Projects

Chapter 6 discusses assumptions regarding future conditions, challenges and opportunities for meeting transportation needs and demands, potential technology implementation and its impact on expectations. The core of this chapter includes the consensus assumptions of the PSC, as advised by federal and state staff, regarding projects planned for outyears 6 through 28 of the Program of Projects, in addition to the projects included in the FY 2023-2027 Transportation Improvement Program, which comprise Years 1 through 5 of the MLRTP.

Achieving Implementation

Chapter 7 describes the goal of all planning - implementation of projects that support the priorities and policy decisions reflected in Chapter 5.

Challenges Beyond Our Borders

A. THE WORLD TURNED UPSIDE DOWN - THE COVID 19 PANDEMIC

For more than two years the world has been consumed by the COVID-19 pandemic. The novel coronavirus swept across continents, causing levels of contagion and death reminiscent of the influenza pandemic during World War I. Beginning in mid-March 2020, state and local governments resorted to shutdowns and travel limitations that resulted in many people working from home when possible, and those employed in critical positions working under difficult, hazardous conditions. Due to the limitations on travel to work, and other daily activities, the typical commuter use of the transportation system was curtailed, with major impacts on public transit and other modes of transportation.

With the advent of vaccines against the virus in early 2021, there were expectations that the pandemic could be halted and the previous patterns of daily life could resume. The expectations were premature, as vaccination rates lagged below anticipated levels, and the Delta and Omicron variants of the virus emerged.

As of (Summer) 2022, the pandemic is receding in the public memory, despite the occasional emergence of new viral variants. In the United States, the lockdowns and travel restrictions are largely abandoned. As people, governments, institutions and the private sector weigh the economic and structural impacts of the pandemic, whether or when daily life returns to "normal" remains an open question.

Due to the chaotic nature of the pandemic, and the efforts to curtail its effects, it remains difficult to assess how much of the transportation disruption effects will persist. It may not be possible to evaluate the true impact on our transportation system until there is evidence that economics, public health and public opinion have returned to their previous balance.

B. CIRCUMSTANCES BEYOND OUR CONTROL

Transportation options and access are acutely sensitive to changes in the global petroleum market. Since the oil embargos of the 1970s, there have been repeated instances where economic conditions have been jolted by disruptions in supply. In addition, environmental factors, such as hurricanes

1
2
3
4
5
6
7

in the Gulf of Mexico, and human factors, such as marine oil spills and pipeline ruptures, have led to unpredictable impacts on fuel availability and cost.

Early in 2022, a continuing geopolitical conflict was the trigger for renewed price volatility. Russia's invasion of Ukraine led to an unprecedented international response, including the rapid imposition of extensive economic sanctions against the Russian Federation. Members of the European Union, many heavily reliant on Russian oil, joined in the economic effort to reduce Russia's capacity to wage war by curtailing its fossil fuel revenues. However, this meant turning towards at least short-term increases in the use of oil, gas and coal from other sources. At the same time, both the European Union and the United States made decisions to increase fuel production from sources other than Russia for the duration of the war. Responses included the release of oil from the U.S. strategic reserve, announced by President Biden on March 31, 2022. This action was taken in part because fuel prices in the U.S. increased, although not reliant on Russian oil.

Concerns about the conflict's direct impact on fossil fuel emissions, as well as other environmental degradation, were reinforced by the release of the UN Intergovernmental Panel on Climate Change Sixth Assessment Report on April 4, 2022. The final section of the three-part Report, Climate Change 2022: Mitigation of Climate Change¹, made the

stark prediction that temperatures rising past 1.5°C was likely inevitable, and that increasing fossil fuel use, such as that posited in response to the war, would mean that holding to the 1.5°C ceiling would be impossible².

1

2

3

4

5

6

7

1. IPCC, 2022: Climate Change 2022: Mitigation of Climate Change. Contribution of Working Group III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change, at <https://www.ipcc.ch/report/sixth-assessment-report-working-group-3/>

2. "IPCC report: 'now or never' if world is to stave off climate disaster," The Guardian, 4 April 2022, Damian Carrington, at <https://www.theguardian.com/environment/2022/apr/04/its-over-for-fossil-fuels-ipcc-spells-out-whats-needed-to-avert-climate-disaster>

Page intentionally left blank



CHAPTER 2

Existing Conditions

McLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Two

Existing Conditions

Why Existing Conditions?

The transportation system is a vital combination of disparate elements that takes shape at considerable cost and subject to all the uncertainty about what we will someday require. The closest we can get to that future is to stand at the edge of our current moment, extrapolate how the world will change and transportation with it. We do this by taking the combined expertise, acquired knowledge, expectations and imagination of those engaged in planning for this complicated and evolving system, and from that information finding the path best supported by the preponderance of the evidence it contains.

That balance between knowing where we are and anticipating what we might someday need is at the core of the planning effort. Specifically, evaluating the state of the transportation network is a continuing process. Each year the local governments develop their municipal budgets, deciding based on the available evidence what transportation infrastructure work needs immediate attention. That done, they can consider the less urgent work that can wait a bit longer. These priorities, as expressed in the adopted municipal budgets are the core of MCRPC's annual update of the Transportation Improvement Program for the Bloomington – Normal Urbanized Area and the more inclusive Metropolitan Planning Area (MPA).

In turn, the content of each annual update of our Transportation Improvement Program becomes the first five years of the projects and initiatives we predict will be needed as the first five years covered by the MLRTP. These decisions rely on available up-to-date information about the condition of the various elements in the transportation system, and what the system will be required over the next quarter-century.

To further complicate the process, the local governments are responsible for a very broad array of infrastructure necessary to manage water, sewer, stormwater, solid waste, recycling and other services, as well as transportation facilities. This collection of responsibilities needs a careful balance of systemic needs and the resources available to address them.

This must be done while considering the balance between all the infrastructure, raw materials, resources and impacts needed for each system.

Components of the Transportation System

Just as municipal governments must manage numerous types of infrastructure, they must also contend with multiple aspects of the transportation system, including those that control portions of the system. Further, transportation infrastructure must co-exist with other systems, such as energy (electricity and natural gas) and telecommunications. A sampling of the transportation system components includes:

- Sidewalks
- Pedestrian/Bicycle Trails
- Local Streets
- Collector Streets
- Arterial Streets
- On-Street Bicycle Lanes
- Urban Highways
- Interstate Highways
- Rural Roads & Highways
- Bridges & Culverts
- Grade-separated Streets
- Transit Stops and Amenities
- Transit Routes & Rolling Stock
- Rail Travel, Passenger & Freight
- Rail Stations, Train Storage
- Rail Crossings
- Air Travel, Passenger & Freight
- Airports

Transportation Factors

The Bloomington-Normal Urbanized Area understands the need to plan for the expensive infrastructure that makes up the transportation system. Both the City and the Town, along with McLean County, MCRPC and the Illinois Department of Transportation (IDOT), have steadily developed and updated plans for the improvement of all aspects of the transportation system, from streets to trails, transit, bicycle lanes, passenger and freight rail, and a regional airport and its passenger and freight services. An index of local and state plans and other documents is provided in Appendix 4, including information about the plans and where available, links to the original documents.

As noted in Chapter 1, the highest priority for transportation systems is the safety of the users. Assessing the current condition of our infrastructure helps to define our objectives, and strategies to reach those objectives. In addition to guidance from new policies emerging from the U.S. Department of Transportation (USDOT), we are also guided by the concerns and priorities determined through the planning process. This guidance includes consultation with stakeholders, and the priorities expressed in response to the community transportation survey. The preferred approaches to safety improvements can vary throughout the community, due to differences in neighborhood characteristics and the circumstances of residents.

The Street System & the Safe Streets Goal

Streets and highways are generally used most by motorized vehicles, but they are also the territory of pedestrians and bicyclists. Policy guidance from the Federal Highway Administration (FHWA), while focused intensively on safety for transportation system users, now also supports the Complete Streets approach to the design of streets. The foundation of the concept is the idea that Complete Streets may be safely used by anyone, no matter what their mode of travel, or any individual characteristics that may apply to them. Our local jurisdictions have adopted policies in support of Complete Streets, and there are examples in Bloomington-Normal.

What is a Complete Street?

A Complete Street is safe, and feels safe, for all users (FHWA).

Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (FHWA).

Complete Streets are equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network (FHWA).

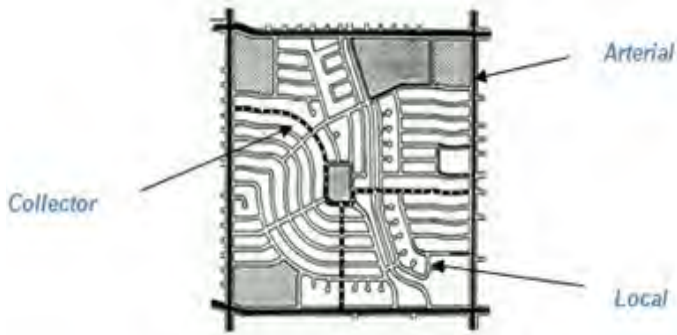
Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders (USDOT).

The Functional Classified Street System

There is an accepted hierarchy of street types, based on how much traffic the street carries, and what transportation role it serves. In addition to defining the characteristics of each level in the hierarchy, the assignment of streets into the classified system allows for Federal transportation funding to be used for classified streets.

The Federal Highway Administration (FHWA) created a popular illustration of the concept, shown at right.

Functional classification is based on the idea that all streets occupy a specific point on the continuum between maximizing access, or maximizing mobility, where mobility is defined as greater speed. Arterial traffic moves quickly, but does not allow much flexibility in the traveler's route. Collector streets gather traffic from local streets and convey it to other collectors, or to arterials. Local streets function at lower speeds, but provide a fine-grained network that can reach practically any location in the community. In the FHWA view, the classified system is organized by traffic volume and level of access in this manner:



- **Highways** (including the Interstate system, a specialized type of arterial);
- **Arterial streets** (principal and minor) carrying large amount of traffic and connecting sections of the urban area;
- **Collector streets** (major and minor) moving traffic out of neighborhoods and to arterials, and
- **Local streets** serving neighborhoods, down to access for individual lots.

Each classification has a definition based on the volume of traffic carried, whether the primary purpose is to move traffic (mobility) or provide maximum access to places. There is also a formula that indicates what percentage of the overall system should consist of streets of each class. Connections between classifications are also important to the function of the classified system. Work to improve the performance of arterials and collectors is generally eligible to use Federal funding for projects other than maintenance. There is a clear priority attached to projects designed to improve safety performance.

The current system of classified streets and roads was developed in the years following the 2010 Census, through the process of determining the changes to the urbanized area. One change at that time was the inclusion of a stretch of west Route 9 to the west of Bloomington. As additional residential development occurred in that area, it began to meet conditions that would move it into the urban area classification.

Bloomington-Normal has several high-volume streets that meet the functional requirements of arterials. The most traveled is the principal arterial Veterans Parkway (BUSINESS 55), which intersects another, Empire Street (Illinois Route 9), particularly east of central Bloomington. Main Street (US 51) through Normal and Bloomington is another example, as is Rivian Motorway (US 150). Despite their differences, they share a common characteris-

tic – they are controlled and managed by the State of Illinois.

In recent years, the Illinois Department of Transportation (IDOT) has initiated studies and projects on three of these major streets, as well as others within their jurisdiction.

- On Veterans Parkway, in addition to extensive resurfacing, new infrastructure to improve pedestrian crossings and compliance with the American with Disabilities Act was built.
- The 2007 Main Street corridor plan, Main Street: A Call for Investment, advocated for many kinds of redevelopment along and adjacent to the full extent of Main Street and adjacent areas. With respect to transportation, the plan sought better access by pedestrians and other users within the corridor, as well as persons using non-motorized transportation. The intent was to adapt the street to be responsive to multimodal and non-motorized traffic; A feasibility study of the transportation elements of the Main Street promoted bike lanes and dedicated transit locations.
- Preliminary plans for the project on Empire Street across Bloomington indicated that a redesigned intersection at Veterans Parkway would create a safer experience for pedestrians and bicycle users.

There is additional work to come on Veterans Parkway. In November 2021, MCRPC was notified by USDOT that the agency had been awarded a highly competitive planning grant under the new Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, a descendant of the TIGER and BUILD programs. MCRPC was the only entity in Illinois awarded a RAISE planning grant, and among only 27 such grants awarded nationally.

The project for which the RAISE grant was awarded is a comprehensive study and re-envisioning of the entirety of the 80-year old, auto-oriented Veterans Parkway, examining ways to restructure the highway to employ Complete Streets ideas and improve safety for non-motorized users. This will allow safe multimodal use, not just for motor vehicles, but also for pedestrians, bicycle users and transit riders. This project will include the collection or generation of significant and new or updated information about technical, economic and social aspects of the community's access to and use of the highway. This will include analysis of equity considerations, critical due to the substantial economic

and employment activity located in the Veterans Parkway corridor. The study will be the gateway to future projects adapting Veterans Parkway to a changing transportation future.

The decision to upgrade state-owned facilities to improve safety is essential and welcome, but state control means that improvements take place on IDOT's timetable and at its discretion. It also means that safety projects in Bloomington-Normal are in competition with projects in other communities for resources allocated through the IDOT District 5 staff. Choices between projects can rest on which project budget can fit neatly into the remaining fiscal resources available to the District. The competition is inevitable, but it is also a barrier to mitigating the dangers observed in our street network, both in the time required to complete needed corrections, and the availability of financing to underwrite them. As recommendations emerge from current and future plans, it will be important to monitor these issues, and for the community to advocate for their solutions.

Local Streets & Roads

While the threats to transportation system user safety may be more obvious in evaluating the large arterial streets and highways, local streets are subject to similar failures and their consequences. Not all serious crashes occur on arterial or collector streets. Transportation planning in McLean County seeks comprehensive approaches to improve safety across the system.

Major Crash Locations

The map on the next page illustrates the frequency of crash incidents in the metropolitan planning area. One approach to improving transportation safety in Bloomington-Normal was a central element in the 2045 Long-Range Metropolitan Transportation Plan, adopted in November 2017. The resulting project, which created our Go:Safe McLean County Action Plan (Go:Safe Action Plan), is based on a traffic safety initiative called Vision Zero. The core principal is that all traffic deaths are avoidable, and that all aspects of transportation should be planned, designed and managed to achieve the goal of zero deaths. Both Federal and state transportation agencies have put the Vision Zero concept at the core of their policies.

Paradoxically, part of the danger of local streets is

in their familiarity – driving (or walking, or biking) on a quiet neighborhood street feels safe. It is an understandable response, but potentially risky both for the traveler and the people in the neighborhood. It is also a reminder of the Go:Safe Action Plan principal that awareness of surroundings and each system user's commitment to avoid distractions is essential to promoting safety. Keeping these considerations alive in those using the transportation system, in any mode, is a core goal of the Go:Safe Action Plan. This long-range plan supports the ongoing implementation of the recommendations and initiatives identified in our Go:Safe Action Plan.

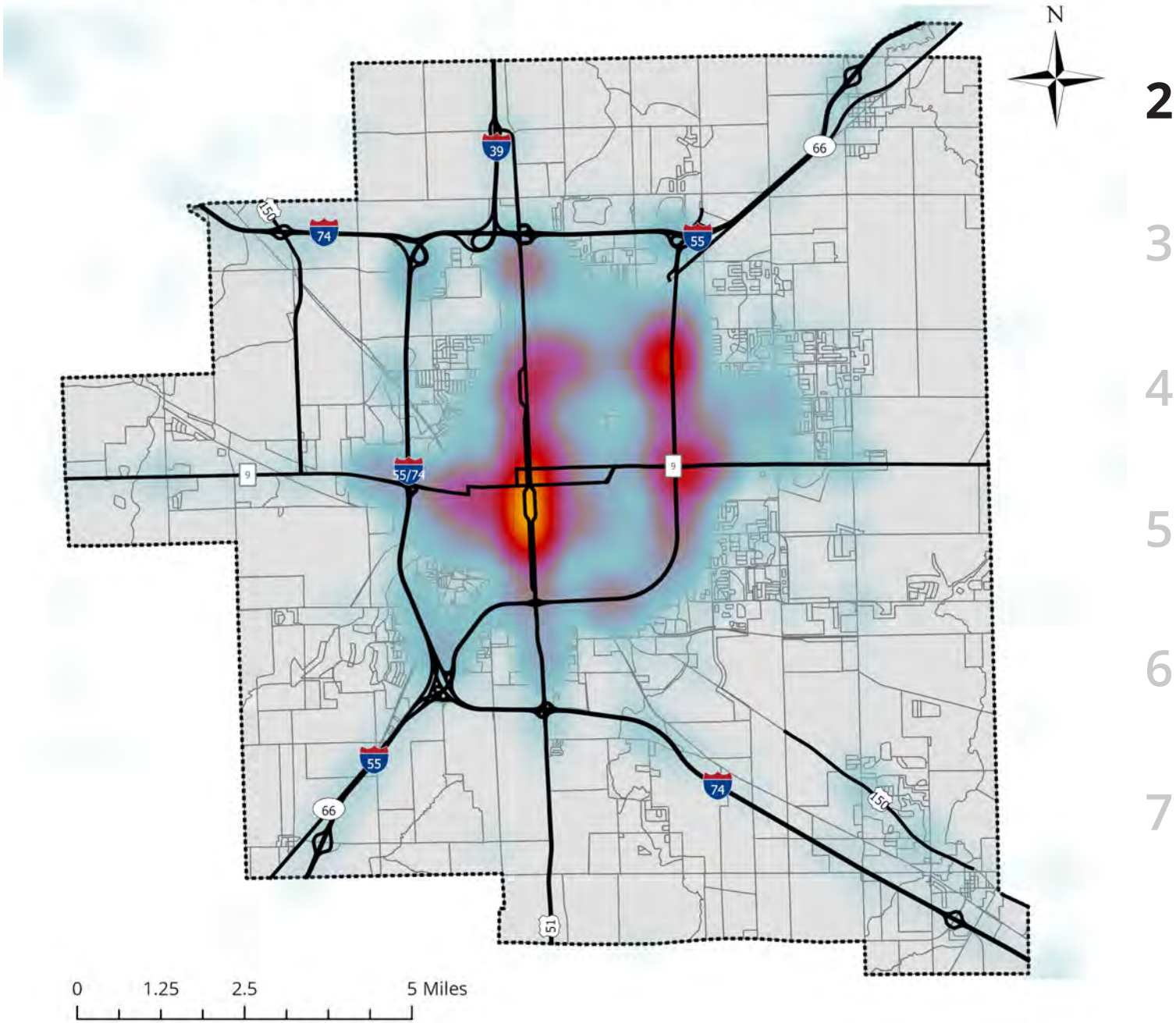
Like the heavily trafficked streets managed by the state, local streets require maintenance, repair and sometimes replacement. A very common complaint is the development of potholes and other damage to pavement, particularly in response to harsh winter weather. Multiple factors produce the damage, but pavement behavior during periods when the temperature rapidly cycles between sub-zero and above freezing, or higher. This increasingly frequent occurrence directly affects the pavement material itself, and the same cycle applied to snow and rain causes additional stress to the pavement surface.

Recently, the Town of Normal, supported by an IDOT grant to MCRPC, undertook an assessment of pavement on its local streets. In addition to creating a dataset of pavement conditions throughout the Town, it gave Normal an opportunity to assess its streets using the same measurement tool already used by Bloomington and McLean County. This permits a regional analysis of the street network using common standards, and will create a broader understanding of the pavement in place. The Pavement Surface Evaluation and Rating (PASER) system analysis will also allow assessment across multiple aspects of pavement systems used, length of installation and other factors influencing pavement resilience.

Both Bloomington and Normal have conducted assessments of pavement options. An emerging factor in maintenance and repair decisions is the increasing cost of the materials used. Continuing maintenance also creates traffic management issues that can have safety implications, for workers as well as people traveling in the vicinity. Inevitably, the ongoing management of the street network is affected by the volatile climate in Central Illinois.

2020

All Crashes and Collisions Heat Map



Legend

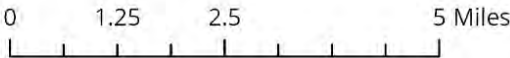
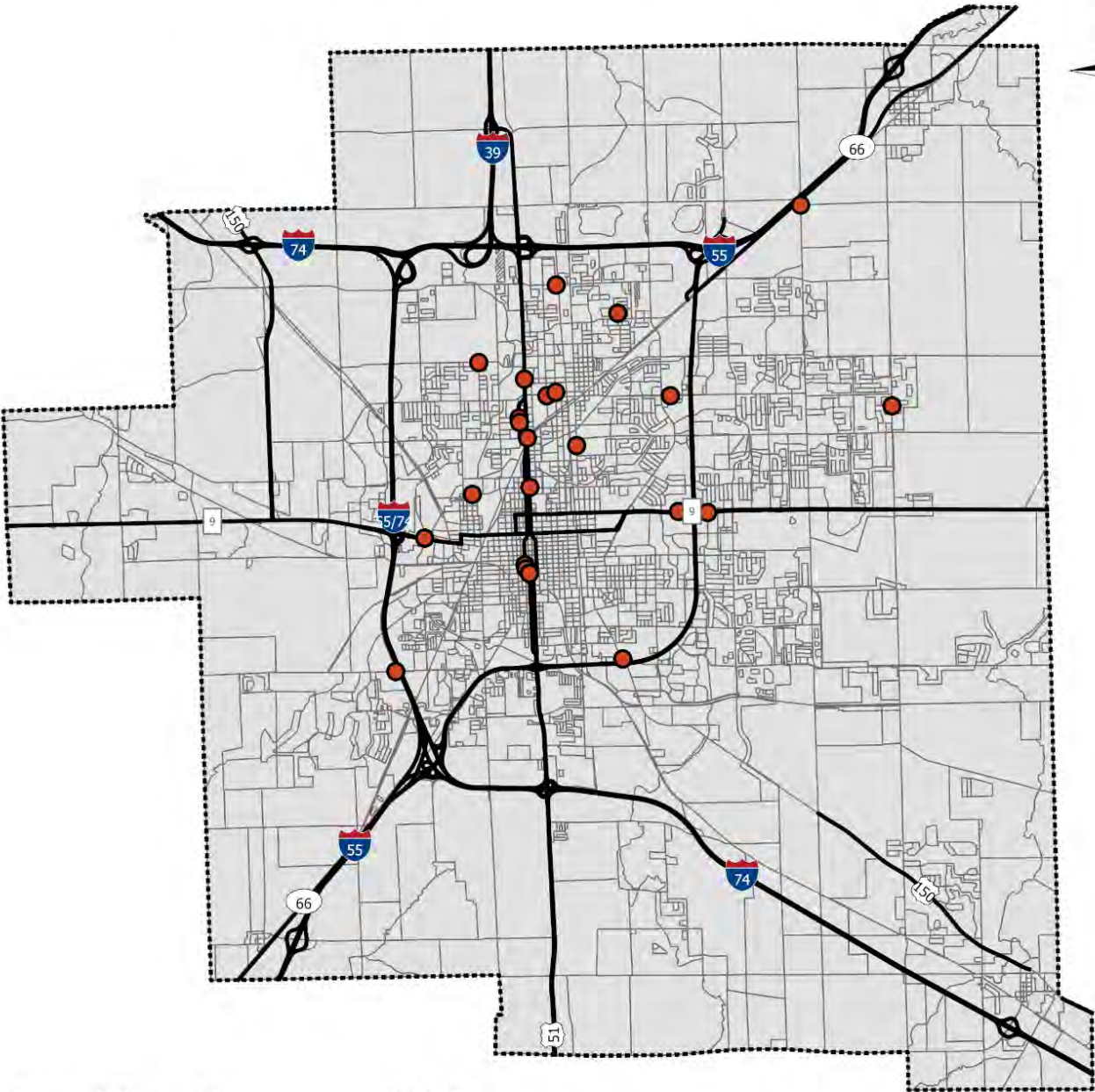
- Metropolitan Planning Area
- Metropolitan Planning Area
- Major Routes
- All Crashes Locations**
 - Sparse
 - Dense

Source: Illinois Department of Transportation

2020





Pedestrian Crashes and Collisions

1
2
3
4
5
6
7



Legend

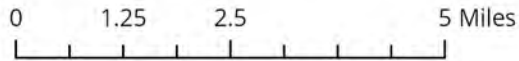
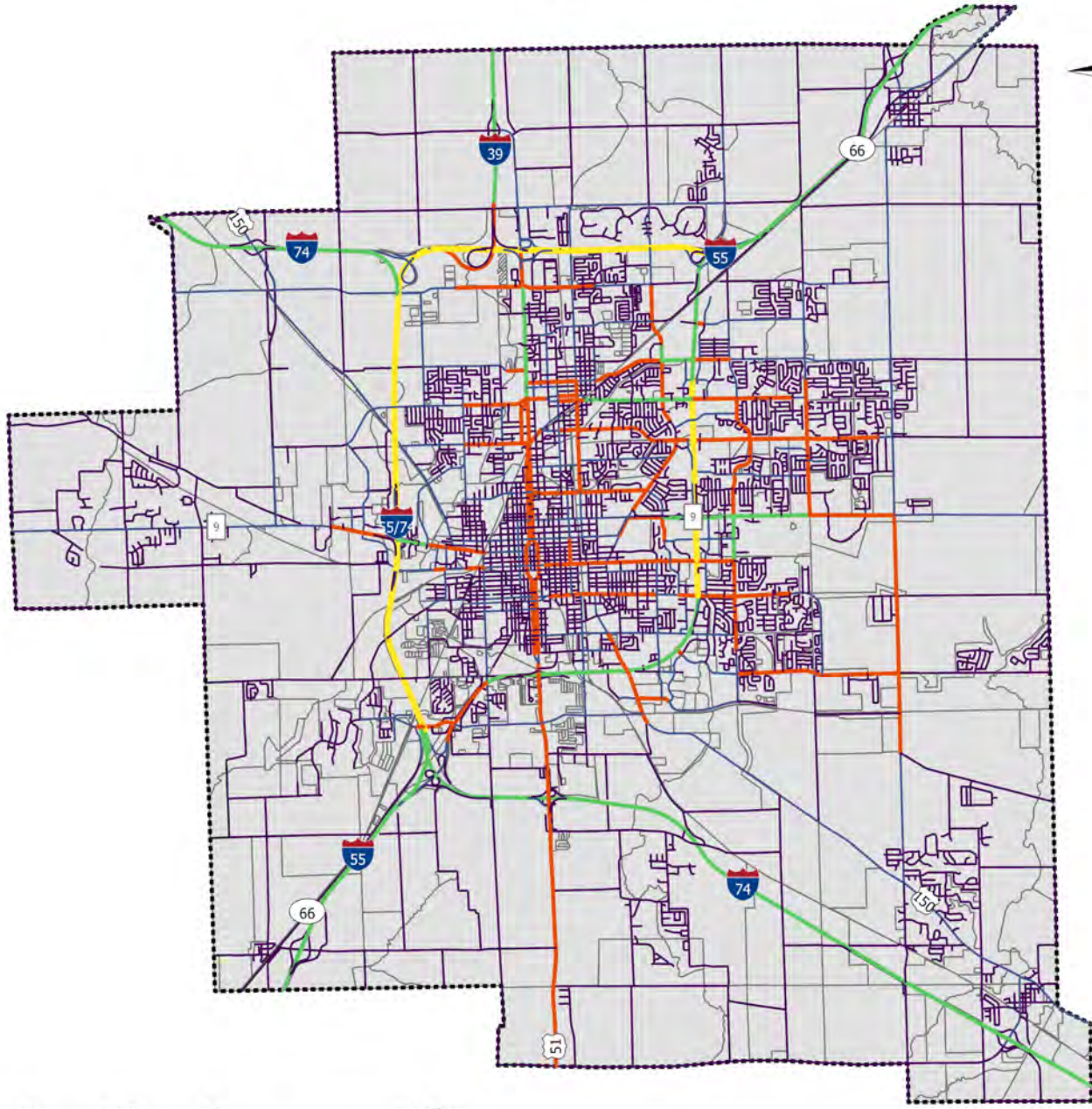
* The Illinois Department of Transportation recorded 0 fatalities including pedestrians within the MPA boundary in 2020

-  Metropolitan Planning Area
-  Metropolitan Planning Area
-  Major Routes
-  Pedestrian Collisions

Source: Illinois Department of Transportation

Annual Average Daily Traffic

1
2
3
4
5
6
7



Legend

- | | |
|----------------------------|------------------------------|
| Metropolitan Planning Area | Annual Average Daily Traffic |
| Metropolitan Planning Area | — 0 - 2,600 |
| | — 2,601 - 7,900 |
| | — 7,901 - 15,900 |
| | — 15,901 - 30,500 |
| | — 30,501 - 48,100 |

As with the busier and faster arterial streets in Bloomington-Normal, the City and Town give serious and continuing attention to the safety performance of the local street system. Both Bloomington and Normal have adopted Complete Streets policies, as has McLean County. Projects have been completed applying these policies, such as the re-design of Front Street in Bloomington.

Uptown Normal also draws on Complete Streets concepts. The adoption of the policies, and of the infrastructure recommendations in the Go:Safe Action plan demonstrate the region's commitment to the Complete Streets model.

Pedestrian & Bicycle Facilities

Bloomington-Normal and McLean County can claim a high level of facilities available for pedestrians and bicycle users. Foremost among them is Constitution Trail, a pedestrian and bicycle trail winding across both City and Town, which provides connections to Downtown Bloomington and Uptown Normal, universities and colleges, parks, entertainment, and a wide array of other destinations. The Trail is a much-loved community asset, and efforts continue to expand its reach and provide increased access to its benefits.

Constitution Trail is also an important element in efforts to integrate the transportation network into community health resources, both providing access to healthcare, and offering opportunities to engage in active, healthy activity. The availability of transportation to and from health-related activities is a major concern, and MCRPC has worked with healthcare providers on efforts to improve such access.

McLean County claims a section of the partially completed Route 66 Historic Bikeway. In some locations, the Route 66 trail uses the original pavement left behind when Interstate-55 was built to replace the historic highway. With the approach of the centennial of Route 66, the Historic Bikeway is expected to experience a new wave of interest. The map below includes estimates of the implementation of remaining phases of the Bikeway.

One result of the broad interest in biking for commuting is the development of on-street bicycle lanes in Bloomington and Normal. These are designed to provide bikeable routes to locations that are not served by the Constitution Trail. The

installation of on-street bike facilities is in its early stages, but additional locations are expected to join the street system. A key concern of bicycle users is connectivity between bike lanes and other facilities.

Sidewalks

Constitution Trail is a popular resource for walkers and runners, although viewed as less suited for daily commuting. An additional resource is sidewalks. However, the state of repair of sidewalks is not consistent across the community, and in some areas, sidewalks were never built. This has been a matter of concern for people who would like their children to be able to walk to school. In a larger context, damaged or aging sidewalks are a barrier to walkability in some neighborhoods. In addition, the lack of adequate street lighting makes the sidewalks even more difficult to navigate safely.

Measuring Sustainable Streets

Metrics of Sustainability

Annual Cost of Roadway Construction & Maintenance, 2010 - 2020

Environmental Impact of Construction & Materials, Annual

Environmental Impact of Additional Traffic Generated, Annual

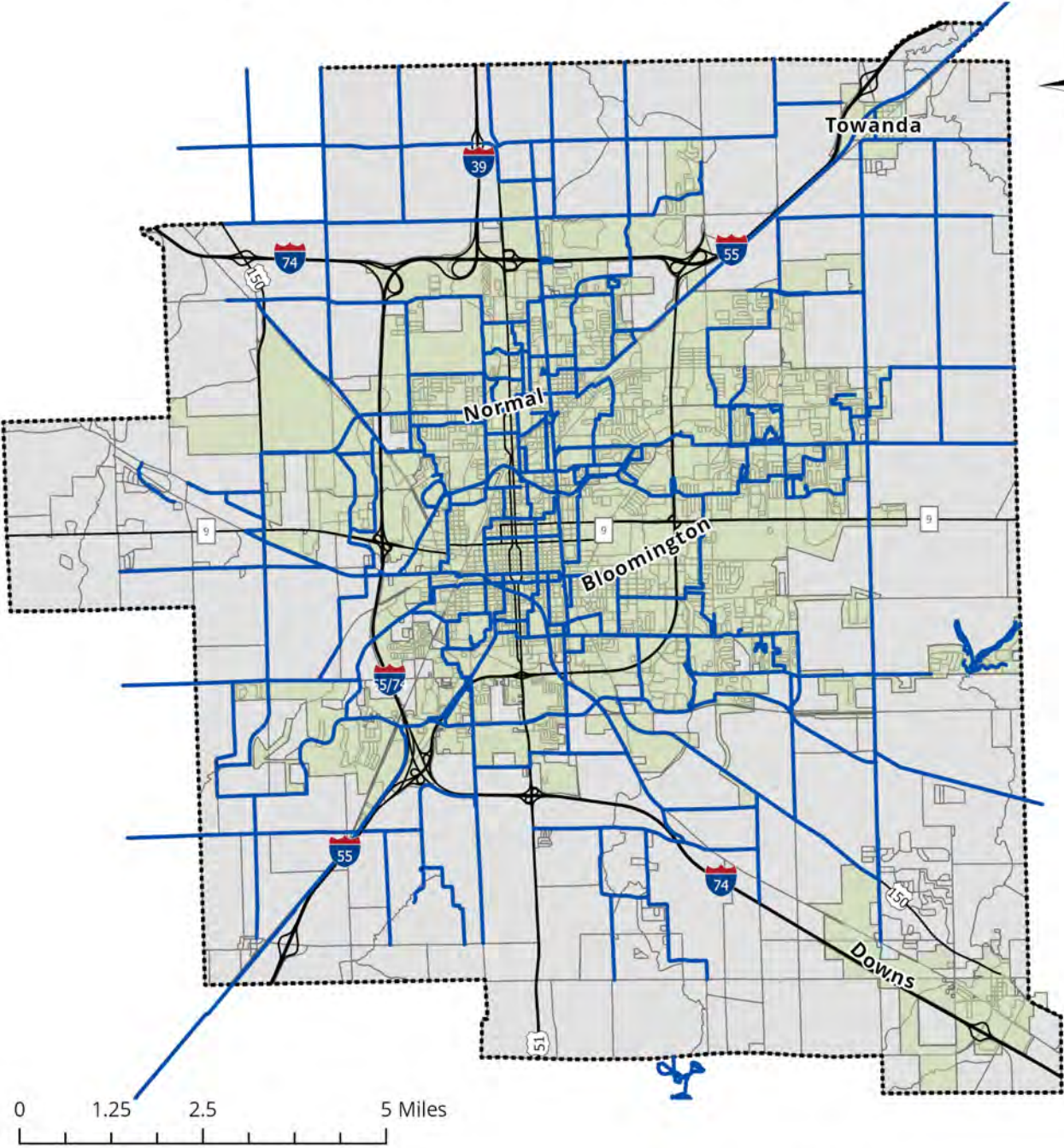
Quantity of Additional Traffic Generated, Annual

Area of Added Impervious Surface, Annual

1
2
3
4
5
6
7

2020

Bicycle and Pedestrian Trails



1
2
3
4
5
6
7

Legend

- Metropolitan Planning Area
- Metropolitan Planning Area
- Streets
- Major Routes
- Bike and Pedestrian Trails

Source: McLean County Geographic Information Systems

Both Bloomington and Normal have adopted bicycle and pedestrian master plans, and Bloomington also has a sidewalk plan and ongoing condition inventory process. The upkeep or addition of new sidewalks is not eligible for the use of Federal transportation funding, so the work must be funded out of scarce local funding.

Consequently, funds that are allocated for sidewalk maintenance and installation may be reallocated, particularly when emergency projects arise elsewhere in the transportation system. In a larger context, damaged or aging sidewalks are a barrier to walkability in some neighborhoods. In addition, the lack of adequate street lighting makes the sidewalks even more difficult to navigate safely.

Public Transit

Public transit has a long history in Bloomington-Normal, and to some extent access to public transit has regressed in recent years. Bloomington introduced horse-drawn streetcars right after the Civil War, which were converted to electric power at the end of the 19th century. The streetcar system ceased service in the 1930s.

From 1906 to 1953, Bloomington-Normal was also served by an interurban light rail system, eventually known as the Illinois Terminal Rail system, which connected passengers to Danville, Champaign, Decatur, Peoria, Lincoln and Springfield; service to St. Louis began in 1910. The rise of the automobile led to the demise of the passenger light rail service, although it continued to provide freight service until the early 1980s.

The interurban system once shared city streets with cars and pedestrians. When the system ceased service, much of the track right-of-way was surrendered to surrounding landowners, and is no longer available to re-create intercity light rail.

CONNECT TRANSIT

Following from the interurban system, bus service emerged in Bloomington-Normal with private providers. In 1972 the system became a construct of Bloomington-Normal, called the Bloomington-Normal Public Transit System; in 2012 the operational name became Connect Transit.

Connect Transit operates a fixed route service using both diesel and electric powered vehicles. The

acquisition of additional electric fixed route buses is a current project and a priority. The system also operates Connect Mobility, a paratransit service utilizing a number of smaller accessible buses to provide door-to-door service to qualified riders. Connect also recently introduced the Sapphire route serve the west side and the Rivian plant.

Connect Transit is not organized as a mass transit district. It exists under an agreement between Bloomington and Normal, and cannot operate beyond the incorporated areas of the municipalities. A referendum would be required to establish an MTD, which is generally thought to be unlikely to succeed. The system is largely funded by Federal and State transit funds, farebox receipts and financial support from Bloomington and Normal.

Despite the limitations in its service area, Connect Transit has taken on a number of new initiatives and programs in recent years, most recently the use of micro mobility to connect people in underserved neighborhoods to the transit system. Some reorganization of the staff and the route system has taken place over recent years, as several general managers arrived and departed. Connect Transit may pursue these efforts to completion.

Changes in the route system several years ago eliminated a flag-to-stop system and replaced it with hundreds of fixed-location bus stops across the service area. This change led to an ambitious program of infrastructure installation and ADA compliance at all bus stops in the system which is approaching its final phase. Called Better Bus Stops, the program has involved extensive participation of both municipalities in consulting on the stop locations, and in assisting with construction of curb insets and sidewalks to access the stops. Connect is also installing shelters where there is adequate room, and seating in various forms.

As noted above, Connect Transit is well into a multi-year purchase of electric fixed-route vehicles, some of which are now in service, as well as charging infrastructure. Additional electric buses are ordered, and some are expected to be delivered late in 2022; a total of 14 vehicles are either delivered or anticipated. It should be noted that the impacts on supply chain functions have affected delivery estimates.

In a continuation of a long-standing effort, Connect Transit has received Federal Transit Admin-

1

2

3

4

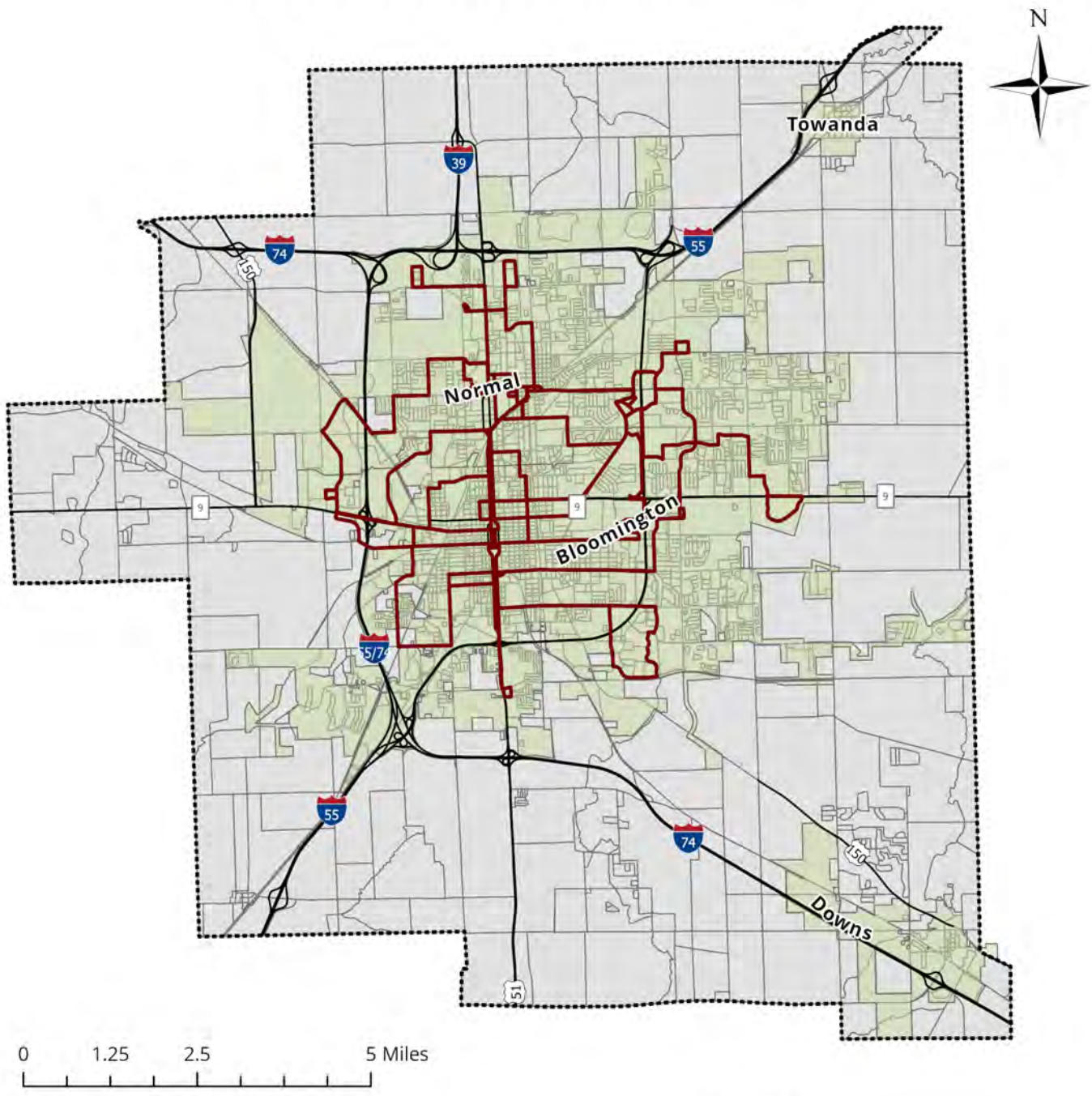
5

6

7

2020

Connect Transit Lines



1
2
3
4
5
6
7

Legend

- Metropolitan Planning Area
- Metropolitan Planning Area
- Streets
- Major Routes
- Connect Transit Lines

istration funding for the design and construction of a new Downtown Bloomington Transit Center, which would replace the current bus-staging area on Front Street between Madison and East Streets. Site consideration and analysis is continuing.

Connect Mobility has qualified to be a Medicaid service provider, a substantial advantage for many riders needing Mobility service. Following a community-based study of fare structures, routing, underserved areas and other issues, called Connect to the Future, changes were made, some of which would assist in responding to COVID issues affecting the transit system. Recommendations from the 2019 Connect Transit Short-Range Transit Plan are referenced in the MLRTP to continue the initiatives proposed.

SHOW BUS PUBLIC TRANSPORTATION

SHOW BUS Public Transportation (SHOW BUS) is a not-for-profit organization which provides rural public transportation in nine counties across Central and Northeastern Illinois, including rural portions of DeWitt, Ford, Iroquois, Kankakee, Livingston, Logan, Macon, Mason, and McLean counties. McLean County is the transit grant recipient on behalf of its rural portions, as well as rural populations in DeWitt, Ford, Iroquois, Livingston and Macon counties. SHOW BUS offers service on fixed routes, or through reservations for individual trips.

For many years, MCRPC's Transportation Advisory Committee has benefited from the experience and counsel provided by the SHOW BUS President, Laura Dick. Ms. Dick also serves on the Joint Committee of the Illinois Human Services Transportation Plan for Region 6. MCRPC staff also work with SHOW BUS in carrying out program requirements as specified by IDOT.

As with Connect Transit, SHOW BUS is not organized as a rural mass transit district. Creating a district has been discussed, but there are substantial barriers to completing that transition.

SHOW BUS provides service to any person within its service area. All SHOW BUS vehicles are accessible to persons using wheelchairs, walkers or other assistive devices. Most vehicles have a powered wheelchair lift; the remainder have ramps. Persons who require assistance can ride with a companion or care giver, without an additional fare.

Some locations within our Metropolitan Planning Area can be served by SHOW BUS. They have established a route around the urban area but outside the municipal limits, which provides opportunities for connection to Connect Transit.

NON-PROFIT \$5310 PROVIDERS AND TRANSPORTATION FUNDING

In addition to the public transit providers, there are transit resources available from and through social service, medical and senior care organizations. These entities, who must be providing transportation to older persons, persons with disabilities, or who meet similar conditions, can acquire vehicles using the Illinois Department of Transportation Consolidated Vehicle Purchase (CVP) grant program.

Through this grant program, the state contracts for the purchase of the vehicles needed, which are then awarded to grantees without cost. Currently in Bloomington-Normal, there are two agencies using vehicles on these terms. Both Marcfirst and Homes of Hope provide residential, employment and other support to people with developmental disabilities. Often, these agencies combine to use of vehicles granted to them directly with use of the Connect Mobility service.

INTERCITY BUS COMPANIES

Greyhound, Peoria Charter and Burlington Trailways offer scheduled distance bus connections. Greyhound and Burlington Trailways use Uptown Station in Normal, and have other stop locations. Peoria Charter has a stop location on East College Avenue. While these companies provide an economical choice for longer-distance travel, it can be difficult for travelers needing accommodations for disabilities to use them.

Passenger Air

Bloomington-Normal is home to the Central Illinois Regional Airport, commonly called CIRA. The airport is located on the east side of Bloomington, on East Empire Street, also commonly called East Route 9. It can be accessed using the Connect Transit Public Transit service, as well as through private car sharing arrangements or taxis.

At the turn of this century, the airport was granted funds for a considerable expansion, which included

1

2

3

4

5

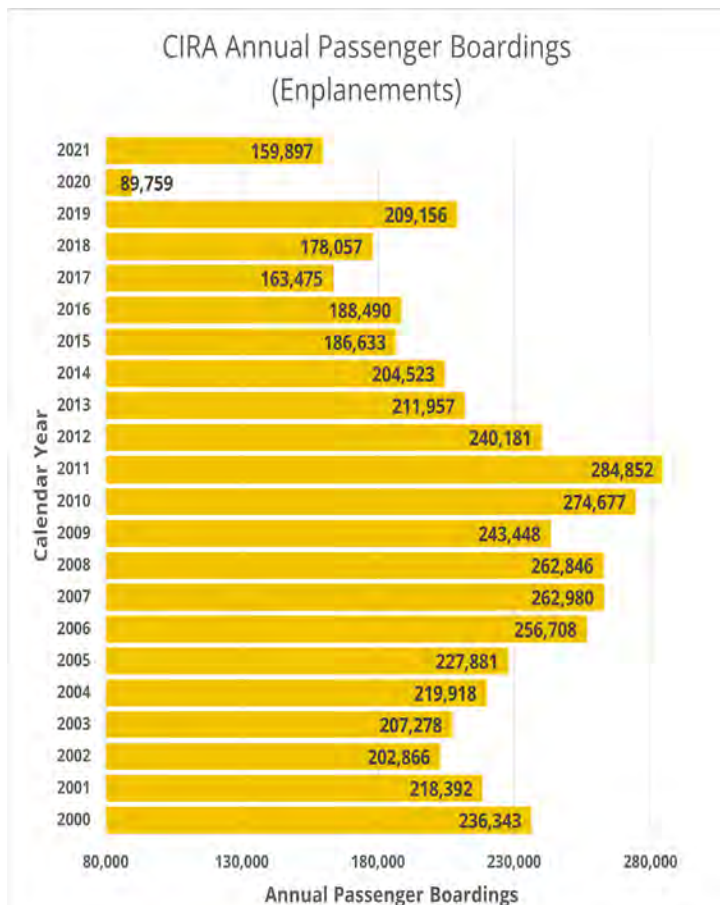
6

7

a new terminal, surrounded by expanded parking facilities. After the events of September 11, 2001, access to the parking facilities was revamped to comply with new security requirements. The new facility opened on November 5, 2001. From that beginning, CIRA has experienced the consequences of world events, including the global recession in 2008-2009, as well as more localized economic events. In the last twenty years, the array of passenger travel options has shifted periodically. Passenger response has also shifted, as shown in the chart below.

Currently, CIRA is served by four airlines, Allegiant, American, Delta and Frontier, with flights to Atlanta, Chicago O'Hare, Dallas-Fort Worth, Denver, Detroit, Orlando, St. Petersburg-Tampa/Clearwater, other Florida destinations, and has included Las Vegas. Some routes are seasonal. The airport also serves and supports general aviation.

In the past 2½ years, travel and other disruptions due to the COVID-19 pandemic have had unmistakable impacts on passenger traffic at CIRA. The Airport Authority continues to solicit new carriers serving new destinations.



Source: Federal Aviation Administration, Passenger and All Cargo Statistics, CY 2000-2021

Passenger Rail

Amtrak is served in Bloomington-Normal by Uptown Station in Normal. There are multiple trains per day, going north to Chicago and connections to the East Coast, the Southeast and Pacific Northwest, and going south to St. Louis, Kansas City and connections across Texas and the West Coast.

Approximately \$22 million in transportation funding contributed was provided to build Uptown Station, largely from TIGER (Transportation Investment Generating Economic Recovery) grant funding.

During the preparation for high-speed passenger rail service that began during the Obama Administration, considerable work was done on tracks and crossings from Chicago and through Bloomington-Normal to St. Louis. Some barriers remain to the full implementation of high-speed rail in this corridor. It may be that the funding emerging from the Bipartisan Infrastructure Law will remove final obstacles to full service.

Freight Traffic in the Transportation System

During the development of the Long-Range Metropolitan Transportation Plan (LRMTP) 2045, adopted November 30, 2017, MCRPC staff were working with a consulting firm on the preparation of a study of freight traffic in Bloomington-Normal and McLean County, considering all modes of freight transportation. The study was completed early in 2018. The report focused on preservation of the freight system, freight connections and options, and the maintaining a good standard of freight mobility. The report also listed a set of guiding principles, which included keeping/maintaining what we have, making strategic investments and embracing technology. It also included the principal of sustainability, which in the intervening five years has become a much more dominant concept.

However, much of the data used was generated in 2014. In addition to management of freight traffic and recent freight activities and concerns, the 2015 arrival of FedEx with a freight-focused hub at the Central Illinois Regional Airport, and the recent arrival of Rivian as the new and expanding industrial occupant of the former Mitsubishi factory, all mean that the picture from 2018 needs to be re-evaluated. In light of shifting conditions in global commodities, and the impact of more than two years

Responding to the Unexpected - COVID-19 Transportation Impacts

An inescapable aspect of existing conditions in Bloomington-Normal is the continuing evolution of the limits on personal, social and economic activity since March 2019, when the nature of the threat presented by the COVID-19 coronavirus. Well into 2022, more than two years after the contagion began to spread around the world, there have been continuing outbreaks of infection, even as the countries that maintained the most cautious quarantine policies began to relax their restrictions and allow tourism to begin its recovery.

A century after the Spanish Flu devastated a global society already reeling from the massive damage resulting from World War I, the spread of COVID-19 demonstrated that not enough was learned or remembered from the early 20th century. Everyone, scientists, doctors, public health experts, governments, economists and ordinary citizens, wanted answers about what happened, and why controlling the pandemic and the virus itself was so challenging. As the variant strains of COVID-19 have emerged, it was clear that those answers will take time, multidisciplinary research and analysis before the facts are established, and their interpretation is correct.

Knowing the enormous impact on transportation that the pandemic and the restrictions on daily life it created, planners also want answers. Some preliminary assessment of local consequences may be attempted. However, an event of this magnitude cannot be properly understood while we are to some degree still in its midst. A deep understanding of the transportation impacts may need to wait for the MLRTP of 2027.

of pandemic-related trade and transportation restrictions, that need is even more urgent. Given the increasing amount of cargo arriving and leaving McLean County, accurate and timely information is essential to plan future transportation resources that will meet our best possible estimates of changing needs.

The development of this plan included the work of the focus group for commerce and freight users. Those in the group with direct experience in freight transportation noted several issues that were new to the discussion. It was noted that many truck drivers rely on navigation aids that do not account for vehicle type and street classification.

The goal statement for freight planning in the 2017 LRMTTP read "We will optimize the transportation system to accord efficient movement of freight around, in and out of the community, by any mode, locally, regionally, nationally and globally." That remains a valid goal, and additional aspects are now considered. Of the objectives and strategies applied to that goal in 2017, some have been adapted to the areas of emphasis in this MLRTP, and others have been added in support of new circumstances. The updated approach to freight transportation is presented in Chapter 5.

Among the strategies carried over from the previous version of the plan is the formation of a freight advisory committee, composed of stakeholders and experts on the various modes of freight transportation. This group will be a forum for continuing discussion of the communities needs with respect to freight, but also a resource for MCRPC as the planning process comes to fruition.

1
2
3
4
5
6
7



CHAPTER 3

A Foundation of Data

MCLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Three

A Foundation of Data

Planning involves gathering information, evaluating the quality of the information, and connecting each set of information to other sets. To meld and analyze the collections of information properly, we look for shared characteristics within the data. We also consider how those attributes inform the relationships between data from multiple sources.

To the fullest extent possible, the accumulated data is connected to other data resources that identify specific locations in our community¹, using the regional Geographic Information System (GIS), incorporating the physical location where transportation activities (and everything else) take place. GIS allows for many kinds of analysis, and records and displays the interactions of infrastructure, governmental boundaries, public services and utilities, land uses, hazard zones and much more.

Public Outreach and Engagement

We use a variety of tools and tactics to get the public engaged with the planning process and the plans that emerge from it. These include the Metropolitan Long-Range Transportation Plan, the annually updated Transportation Improvement Program, an annual report of federal transportation investment in our region, agency budgeting, and plans and policies regarding civil rights, environmental justice, underserved and impoverished sections of the community, rural transportation planning and other issues of concern. Public participation in the planning process is a benchmark for each project carried out by MCRPC.

To increase awareness of the MCRPC planning process, the public is asked to be involved in specific projects. The agency has maintained a contact list, used to generate mass email campaigns to alert people to the planning work going on, and seeking their views.

Plans and related documents are posted on the MCRPC website at mcplan.org. Directing the public to the posted plans offers insight into what we do and how much we want to involve the people of Bloomington-Normal and McLean County in the process from start to finish.

To make the planning process more transparent and relatable for the community at large, we rely on proven tactics to engage the general public in the process. From the outset, we leverage the resources of our community partners to expand the reach of our message and draw our partners into the planning process as well.

In previous plan development efforts, MCRPC relied on the principle of meeting people where they are, talking about the work anticipated or in progress, and gathering their responses. This approach was also applied to this transportation plan.

The accepted standard for outreach and public participation is through public events, focus groups and subject matter experts. With a small staff and other constraints, such as a global pandemic, MCRPC looks for opportunities that transcend the barriers. In warmer months, both Bloomington and Normal host a slate of public events providing entertainment, a platform for product sales or promotion, and programs designed for people with specific interests or needs. MCRPC often participates in such events to promote planning activities and seek feedback.

To encourage public participation in this long-range plan, MCRPC staff members seeded promotional information throughout the community, attended events to promote the planning process, and targeted neighborhoods where people were less likely to respond.

Community-wide Survey

The B-N Metropolitan Long-Range Transportation Plan 2050 (B-N MLRTP 2050) survey focused on priorities for the future of the transportation system. It also included questions regarding the respondent's current use of the system, but also whether their use of specific system elements would alter if certain changes were made. Because the plan is intended to guide the transportation system into the middle of the century, it must be focused on future transportation system, while gathering baseline information on how respondents use the current system. The survey focused on future needs, not current concerns about potholes, parking, traffic congestion and

1
2
3
4
5
6
7

other in-the-moment issues. (For materials used to promote the Survey, and a compilation of the responses, please see Appendix 3.)

The survey includes unusual features. The form asks the respondent to indicate where they live in Bloomington-Normal by providing their street and the nearest intersecting street, noting that survey respondents are anonymous. Most respondents provided this information, sometimes listing their street address. The survey also requested the intersecting streets closest the respondent’s most common daily destination, such as a work place, school, or other daily activity. Combined with other information, new avenues of analysis are made available.

The Responses

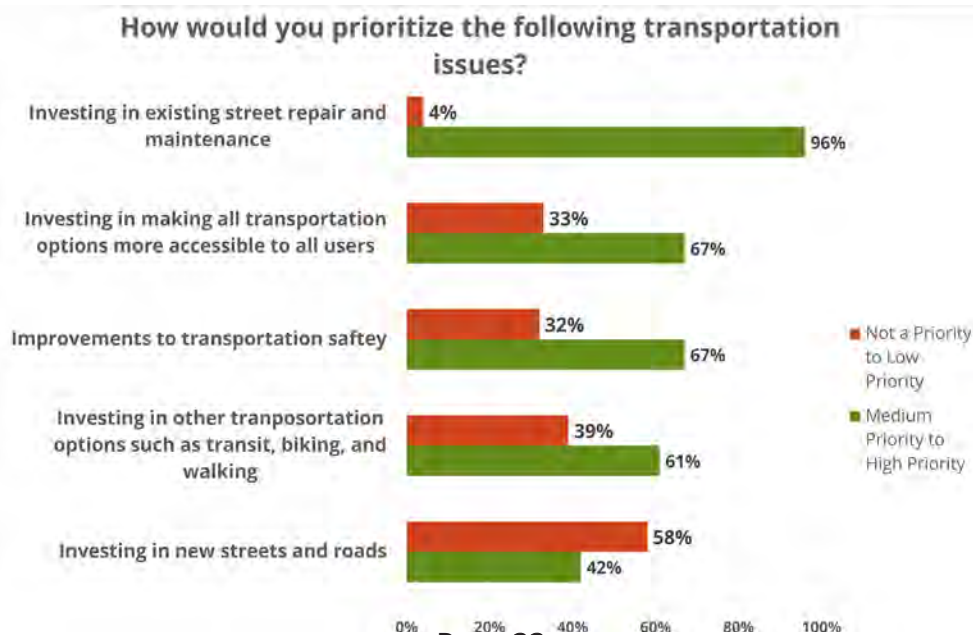
The B-N Metropolitan Long-Range Transportation Plan 2050 public survey was open for submissions from March 23rd 2022 to June 30th 2022. The survey was available in both a paper and online format in English, Spanish and French. Paper copies were available at both the Bloomington Public Library and Normal Public Library, and the MCRPC office. There was a huge effort on the MCRPC staff part to ensure that our survey reached all corners of the community. MCRPC sent countless emails with our flyers attached, posted about the survey on our Facebook page, and even drove around Bloomington and Normal to post in person flyers. We had a total of 734 participants. The next few sections will show the highlights of the results.

PRIORITIZING ISSUES

This section of the survey had participants rank how they would prioritize each category in the respective issue. The priority options ranked from “Not a Priority”, “Low Priority”, “Medium Priority”, and “High Priority”. Participants could only choose one priority option per category. For simplicity purposes, the following charts were condensed into “Not a Priority to Low Priority” and “Medium Priority to High Priority”.

Transportation Issues

The biggest takeaway point is that 96% of respondents said investing in existing street repair and maintenance is either a medium or high priority when it comes to transportation issues, with nearly 80% stated it is a high priority. In contrast, 58% of respondents noted that investing in new roads and streets is either not a priority or a low priority. This tells us that participants may feel like the current layout of the system (where the roads are, etc.) works, but the quality and state of being of the system needs improving. This could go in hand with 67% of participants stating that making all options of transport more accessible to all users is a medium to high priority. For example, a broken or highly uneven sidewalk is inaccessible to someone with an ambulatory disability; while repairing a road or sidewalk there is an opportunity to make the existing structure more accessible to users. Furthermore, 67% noted that improvements to transportation safety is a medium to high priority as well, concurrent with several safety comments made by people in the



bike and pedestrian focus group.

Lastly, 61% stated that to investing in other transportation options such as walking, cycling, and transit are med-high priority, which could factor into the 67% of participants stating that transportation safety should be a priority. With more transit options available, people may be more inclined to use the different modes aside from their personal vehicle if they feel safe doing so.

Walking/Pedestrian Issues

Nearly 80% stated that sidewalk installation and improvements are medium and high priority. This could connect to the majority of participants stating that making transportation more accessible to all users or improving safety is a medium to high priority. If you do not have a sidewalk or one in a useable condition, this either discourages people from walking, which decreases accessibility to different transportation options, or people walk on the side of the road which is a major safety concern. The last medium to high priority in this category was expanding the existing trail system, including Constitution Trail.

In contrast, having dedicated pedestrian lanes to avoid conflicts with bicycles and the implementation of community walking programs both ranked as either Not a Priority or a Low Priority at 68% and 79% respectively.

There was a bit of a split opinion when it came to better enforcement of pedestrian right-of-ways and the implementation of school walking programs.

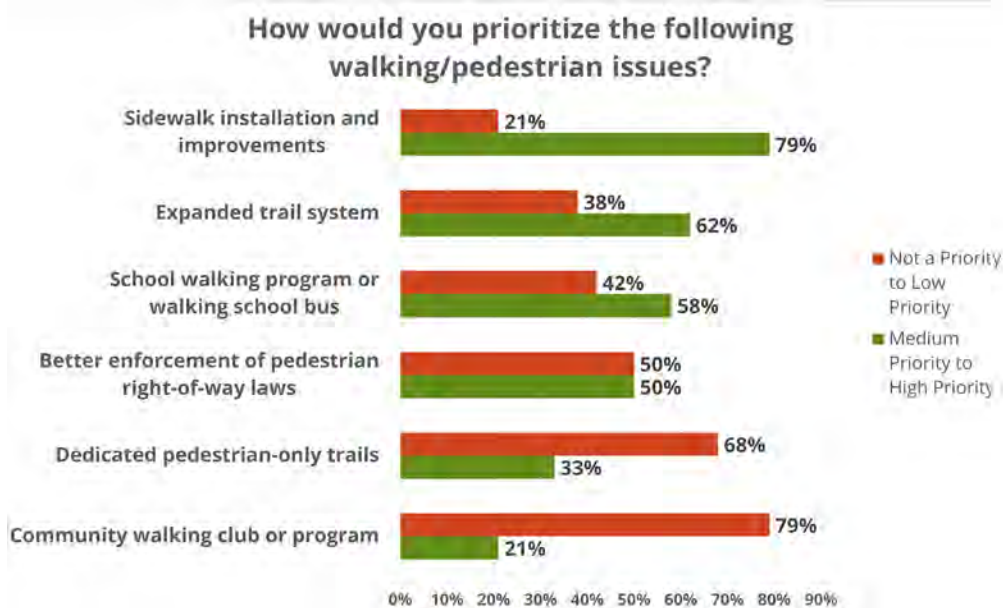
Right-of-way enforcement was split to 50% in each category, whereas school walking program had 42% state that it is not a priority or a low priority, and the majority of the medium to high priority category stating that the school walking program is a medium priority but not a high one. This indicates that this program could be something that families could be interested if implemented, but there are other priorities to walking that should be addressed first.

Of those who responded to the survey, 54% of participants state that they walk and run for leisure purposes, 43% of participants walk or run for both leisure and as a form of commuting, and 4% use walking as a commuting form.

Cycling Issues

59% of participants say that expanding bicycle trails, such as Constitution Trail, is a medium to high priority with 53% deeming that completing the Route 66 Bicycle Trail through McLean County is important. When it comes to cycling throughout Bloomington and Normal, 55% of participants would like more designated bicycle routes in B-N, but there were mixed feelings with having them in the form of on-street, as 52% said it was a medium to high priority. However, in the form of "sharrows", that option had a 56% low-no priority. Similar to walking and pedestrian priorities, better enforcement of rights-of-way had a split vote.

It is important to note that the majority of people do not walk or bike as their primary mode of commuting. This hints at a more car-centric way of commuting, with part of it, as hinted in the overall



transportation section, could be lack of investment in other transport options as well as needed safety improvements.

The following cycling categories received a majority low-no priority:

- More designated automobile-bicycle shared lanes (sharrows) 56%
- More bicycle parking in parks and at public buildings 56%
- Secure bicycle storage available to the public 64%
- Bicycle parking requirements for private parking lots and structures 65%
- Bicycle sharing program 70%

Of those who responded to the survey, 69% of participants state that they ride their bike for leisure purposes only, 29% of participants ride their

bike for both leisure and as a form of commuting, and 2% use biking as a commuting form.

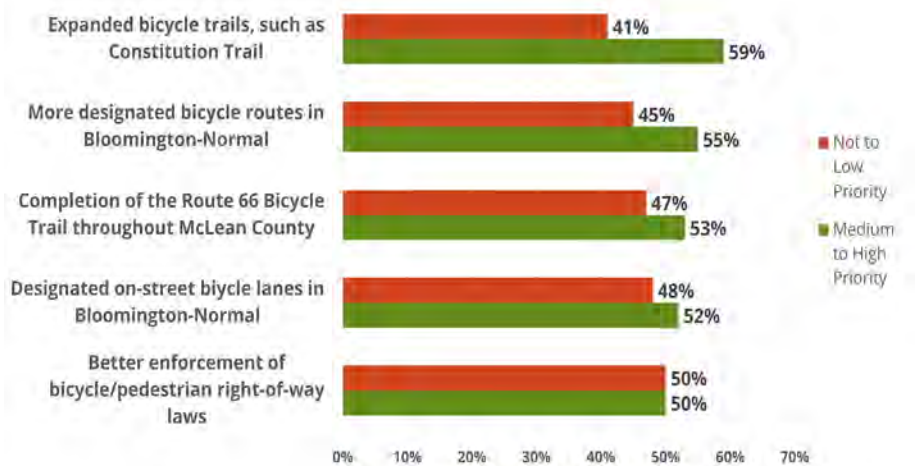
AGREE OR DISAGREE?

This question asked participants whether they agreed with the following statements. The participant could only select one answer per category.

Overall, 71% of participants agree that the roads are safe for driving, but 67% disagree that the roads are well-maintained and 60% disagree that they are safe for cycling. Participants were relatively split on whether they think the roads they use more often are safe for walking. What this tells us is that while the roads a participant may use more often are not as well-maintained, they

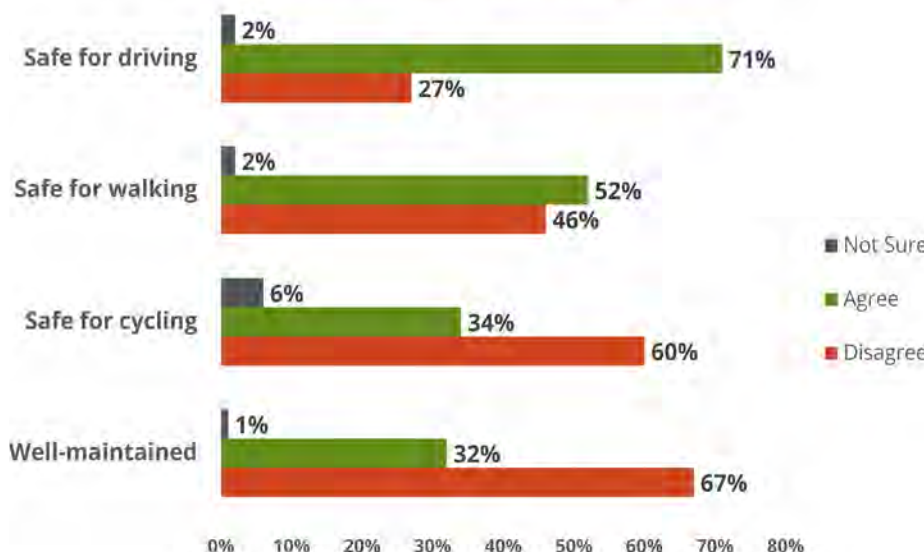
feel safe while driving on them for various reasons (timing of the lights are safe, other drivers are safe, etc.). Where it is split whether someone feels safe while walking, the condition and presence of infrastructure could make a big difference as to whether one feels safe while walking. However, when it comes to "safe for cycling" areas, 60% of participants say that they disagree that the roads they use are safe for cycling, potentially pointing to broader issues when it comes to biking as echoed by the higher priority of bicycle trails and designated bicycle routes.

How would you prioritize the following cycling issues?



To what extent do you agree with the following?

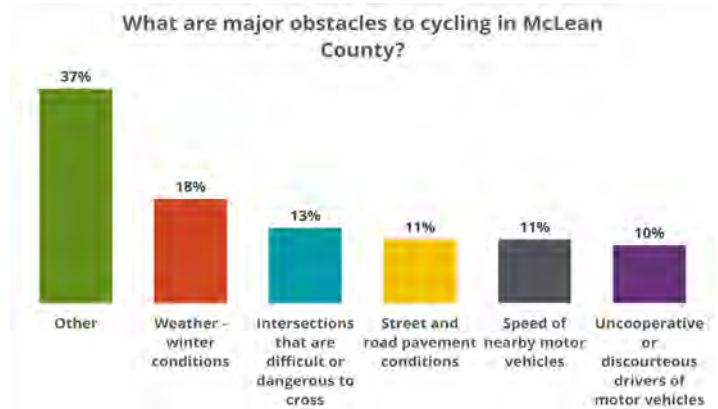
The roads I most often use are...



SAFETY ISSUES AND OTHER OBSTACLES

This section focuses on general safety issues and obstacles to walking and cycling in McLean County. Participants were allowed to choose all categories that applied to them, including an "Other" category where they could write their own response.

Obstacles to Cycling



18% of issues are weather related, namely winter conditions, with intersection issues, speed of motorists, uncooperative motorists, and street conditions are evenly distributed. 37% of participants stated "Other", and the common themes were lack of safe bike routes that take you through town/that take you places and having a safe place to store your bike.

OTHER MODES

This section investigates other transportation modes included within the survey.

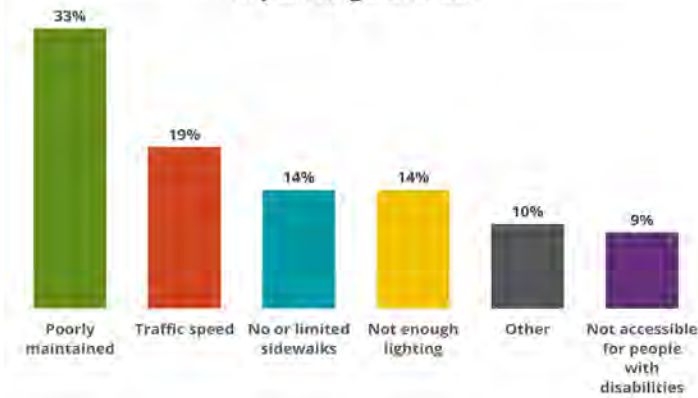
Connect Transit

25% of respondents use Connect Transit, which is Bloomington-Normal's public transportation provider. Of the respondents who stated that they use Connect Transit, 73% use the fixed route, 19% University/College Universal access/Redbird, and 8% Connect Mobility (paratransit) which includes a door-to-door service for those who qualify.

In regards to Connect Transit, medium to high priorities include real-time electronic route information (67%), easy-to-find information on routes and fares (66%), added bus shelters (63%), and improved accessibility (60%).

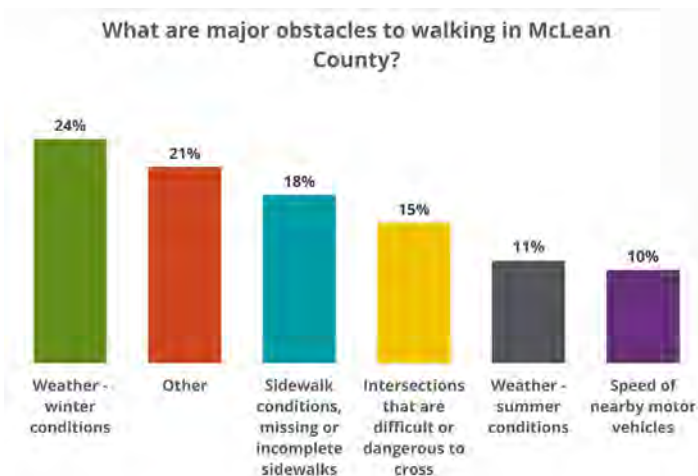
The survey also inquired about what would encourage participants to use Connect transit more. This section allowed participants to check all that apply. 21% stated that adding transit routes and stops near my home and usual destinations, 18% faster travel time/transfer time to my destination, and 16% easy-to-find information

Which of the following safety issues are a problem in your neighborhood?



When it comes to general safety issues in the transportation network, poorly maintained (33%) and traffic speed (19%) account for 52% of results. This is followed by 14% stating that lack of sidewalks is an issue, and 14% not enough lighting. 10% of participants listed "Other" reasons, which include too much traffic, pedestrians walking on the side of the road, and lack of crosswalks. Many of the issues, both listed as a category or as an "Other" by participants, signal infrastructure maintenance and possible design change.

Obstacles to Walking



In regards to walking in McLean County, 35% of cited obstacles are weather related, namely winter and summer conditions. A close runner up are sidewalk conditions at 18% and intersection conditions at 15%. However, 21% of participants stated other, and those responses include distance to places such as shops, restaurants, work, etc., lack of lighting (safety/perception), and lack of crosswalks, further hinting at safety concerns and needs for infrastructure improvements and maintenance.

Top 10 Roads of Concern Mentioned by MLRTP 2050 Survey Participants

Road Name	Transportation User Behavior	Infrastructure Design (Changes)	Poor Maintenance
Veterans Parkway	11	28	6
College Avenue	5	7	14
Empire Street	4	8	14
Hershey Road	3	6	15
Oakland Avenue	4	6	11
Main Street (US-51 BUS)	2	8	9
Towanda Avenue	3	8	8
Fort Jesse Road	2	6	10
Fox Creek Road	4	9	6
Washington Street	6	7	4

Source: B-N Metropolitan Long-Range Transportation Plan 2050 Survey results

on routes and fares. 23% of participants stated “Other”, and while much was a reiteration of the above, safety at bus stops noted by quite a few participants.

Central Illinois Regional Airport (CIRA)

The Central Illinois Regional Airport (CIRA) is Bloomington-Normal’s regional airport. 87% of participants have flown out of CIRA, with 61% stating that they would like more direct service destinations. Destinations listed were in the hundreds, but the most popular listed destinations include New York City, Las Vegas, Phoenix, Miami, and Washington DC. Medium to high priorities in regard to the airport include additional direct service destinations (81%), additional airlines serving CIRA (77%), and more frequent flight options (74%).

Amtrak

Amtrak has a service station located in Uptown Normal. 79% of participants recorded using Amtrak, with 92% less than once a month, followed by 5% once a month. Medium to High priorities include improved on-time performance (78%) and commuter rail service to other Central Illinois cities (59%). 86% of users are very satisfied-somewhat satisfied with Amtrak service and/or Uptown Station, with lack of routes to specific cities, lack of handicap access, delay issues, and poorly maintained/dirty trains being the top concerns. In terms of high-speed rail, 50% of respondents state they expect to use Amtrak somewhat to much more often once high-speed rail is available.

Roads of Concern²

Finally, participants were asked to list locations, roads, segments, or intersections they deemed

were concerning and why. The reasons were then categorized by transport user behavior, infrastructure design changes being needed, or poor maintenance being the primary issue. The definitions are below:

Transport User Behavior: Respondents cited transport user behavior as a reason for the road being concerning (i.e., speeding, running red lights, etc.)

Infrastructure Design Changes: Respondents cited current infrastructure design as a reason for the road being concerning (i.e., dangerous crossing for pedestrian and cyclists, right of way issues, etc.)

Poor Maintenance: Respondents cited poor maintenance as a reason for the road being concerning (i.e., potholes, broken road, dirty road, etc.)

Hundreds of unique roads and segments were listed, and infrastructure design changes was cited 275 times, poor maintenance was cited 270 times, and transportation user behavior was cited 148 times. Although hundreds of unique locations and roads were listed, below depicts the top ten most frequently listed roads of concerns.

Perhaps unsurprisingly, Veterans Parkway was cited most often as a concern. The majority of those citing Veterans Parkway noted that the most concern was caused by infrastructure design changes and user behavior as reasons. The majority of the other roads were listed as concerning due to poor maintenance, with the exception of Towanda Avenue, Fox Creek Road, and Washington Street. These roads were cited concerning for infrastructure design changes being needed.

Demographics

MCRPC is frequently challenged by the public when we collect demographic and spatial information from people who participate in our public outreach activities. It is an understandable concern in light of the privacy issues that arise from the ubiquitous use of social media and the internet. We keep the information we gather in surveys confidential, and we assign each response a number so individuals cannot be identified.

We ask for these details because they help us to

better understand the community and look for discrepancies in access to resources. With an intersection close to you, and using Geographic Information Systems (GIS), we can investigate patterns in survey responses by neighborhood. Do people who live or work there have access to healthy food, or a medical clinic, or parks and trails? A cluster of negative reactions to a specific question may mean that people in that area have had bad experiences that prompt them to avoid places or activities.

Demographic and population data is a massive resource for understanding how the community became what it is today. It can also explain how a combination of information about your location, the status of the infrastructure there, what kinds of changes you support and which you don't and what you feel is most important in the transportation system. For this transportation plan, the survey provides detailed insights into how the people of Bloomington-Normal choose from their transportation options, and if they can reach the places they need to go.

These population results are from the 2020 Census used with 2020 aggregated data from the American Community Survey.

Between 2010 and 2020, the population of the Bloomington-Normal area grew slightly, and slowly. During that period⁴:

- The County saw a 2.1% population increase between 2010 and 2020
- Bloomington grew slightly more than Normal
 - » Bloomington: had a 3.2% increase
 - » Normal: had a 0.4% increase
- McLean County saw a 1.4% population increase

The largest age groups in the Bloomington-Normal Urbanized Area are the five-year cohorts of people aged 20 - 24, closely followed by those aged 15 - 19. The disproportionate representation of these age groups reflects the university presences in Bloomington - Normal, especially the large student population at Illinois State University.

Other age cohorts in the population pyramid show a more conventional population distribution by age. However, McLean County is one of many in the state that have lost population in the younger groups, aged from birth to 14.

This means that the population is relatively stable, and none of the population variables change appreciably over time (i.e., annual number or births, deaths, overall population size). 78% of the population within McLean County lives within the B-N Urbanized Area. Within the urbanized area, 58% live in Bloomington, 41% in Normal, 1% in Downs, and 0.25% in Towanda.

Illinois saw a 0.1% population decrease between 2010 and 2020. That small decrease puts Illinois in the group of only three states which lost population over the period. The other two states with decreased population are Mississippi and West Virginia. This leaves Illinois in the uncomfortable position of being the only state outside the South to lose population – even the Northeastern states managed population increases.

Over the 2010 – 2020 period, the United States saw a 7.4% population increase, but as the Census Bureau reported, this increase was “ lower than the previous decade’s 9.7% increase and was, in fact, the lowest since the 1930s.” The total population of the United States on Census Day, April 1, 2020, was 331.4 million.

DIVERSITY

A majority of the population in the County, Urbanized Area, and the respective towns is White. The Village of Towanda is 97% White Only, and Downs is 91% White Only.

Black or African American and Asian residents are the most numerous populations of color in the urbanized area. In terms of the total percentage of non-White residents, Bloomington is the most diverse municipality in the urban area. 9.7% of the population is Black or African American, 8.56%

is Asian, 2.88% is Other Race, and 2.88% of the population is Two/More Races.

Normal has the largest percentage of Black or African American residents, and Bloomington has the largest percentage of Asian residents.

Looking more closely at the population identifying as Asian, that group is 5.16% of people in McLean County.

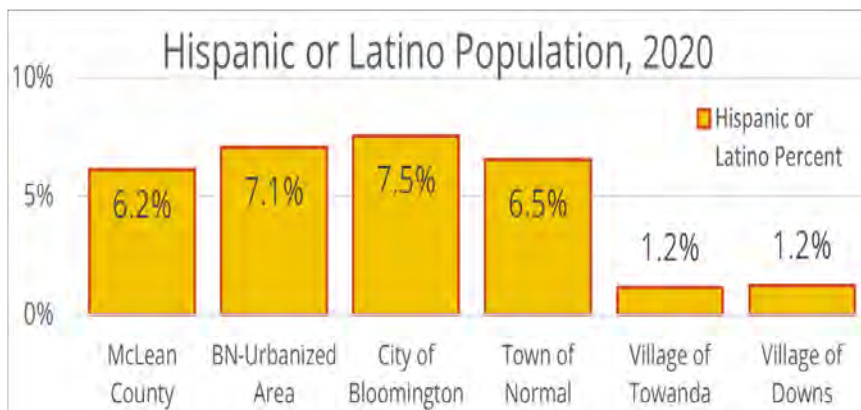
Of that 5.16%, persons identify more specifically as follows:

- Over 60% identify as Asian Indian, followed by 15% identifying as Chinese except Taiwanese
- In the City of Bloomington, 67% identified as Asian Indian;
- In the Town of Normal, 41% identified as Asian Indian.
- Downs reported 100% of the Asian population as identifying as Chinese except Taiwanese;
- Towanda reported no one of Asian background

There are Filipino, Korean, and Vietnamese communities in Bloomington and Normal.

Less than 7% of the population in McLean County identifies as Hispanic or Latino, and they are more likely to live in Bloomington (7.5%) and Normal (6.5%). In the urbanized area, 7.1% of the population identifies as Hispanic or Latino. As noted above, Towanda and Downs are predominantly White, each with only 1.2% of residents identified as Hispanic/Latino.

Due to the Bloomington-Normal urbanized area population of Hispanic/ Latino persons, the 6.2% of the County identified as Hispanic/Latino is a larger than average share of representation in McLean County and all counties adjacent. Only Champaign



1
2
3
4
5
6
7

County has a higher percentage of residents identified as Hispanic/Latino.

POVERTY

In 2020, 15.2% of McLean County residents reported income below the poverty level. This included 24.9% of Normal residents, and 12.8% of residents in Bloomington. The disparity may result in part from the large proportion of students residing off campus in Normal. Towanda has a much lower percentage of people living below the poverty level,

Counts & Characteristics

This document uses two sources of population data, both developed by the U.S. Census Bureau:

The first is the Decennial Census 2020, the one-day count of the entire population, as required by the Constitution. It uses a simple form with 9 questions about size of household, type of residence, and for each person in that residence on Census Day, name, sex, age, Hispanic origin and race.

The second source is the American Community Survey (ACS), which includes 24 questions about housing, then goes to a 44-question survey to be answered by each person at the address. It asks about citizenship, place of origin, education level, tenure in residence ability to speak English, health insurance, marriage, military service, employment and more.

The two systems serve different purposes; ACS provides much more detail, but sampling means higher margins of error.

Copies of the questionnaires are included in Appendix 5.

and in 2020 Downs had approximately 27 people living below the poverty line out of a population of 1,241 persons.

Black or African American residents generally experienced the highest rate of poverty overall. Hispanic/Latinos reported poverty levels at roughly 70% of those experienced by Black or African American residents. The category of Some Other Race had income at slightly below the poverty rate experienced by Hispanic/Latino persons.

The Town of Normal reports much higher levels of people living in poverty across all racial and ethnic categories, possibly do to the large population of college-aged residents.

The State of Illinois reported 12.0% of residents living in poverty, and the United States reported a poverty rate of 12.8%. In McLean County, and with the exception of the Town of Normal, only persons who identified as Asian or American Indian/Alaskan Native had rates of poverty lower than the state and national rates.

MEDIAN INCOME

In 2020, McLean County reported a median income of \$68,000, while the urbanized area median income was somewhat lower at \$64,400.

Normal reported the lowest median income at \$58,400, with Towanda reporting a slightly higher median of \$59,250.

Downs had the highest median income at \$92,300, and was the only local jurisdiction that exceeded the 2020 statewide median income of \$73,750.

EMPLOYMENT STATUS

In 2020, all of the jurisdictions in McLean County, including the County itself, experienced low unemployment, well below the accepted level of 5% to 6% that defines full employment. For the same period, the State of Illinois reported 6% unemployment, and the United States a rate of 5.4% unemployment.

2020 was the core period of the COVID-19 pandemic, before vaccines were available. In both McLean County and the United States as a whole, 2020 began with low levels of unemployment, which skyrocketed into double digits in late spring, and began to recover to close to the levels at the

1

2

3

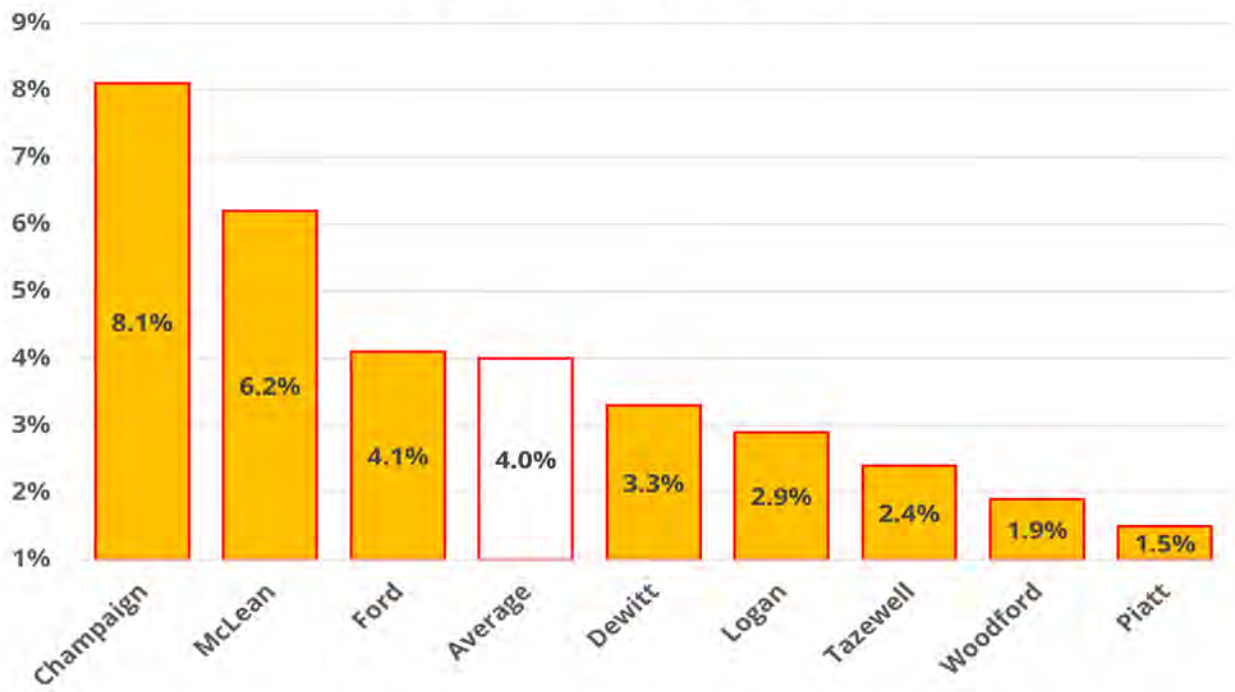
4

5

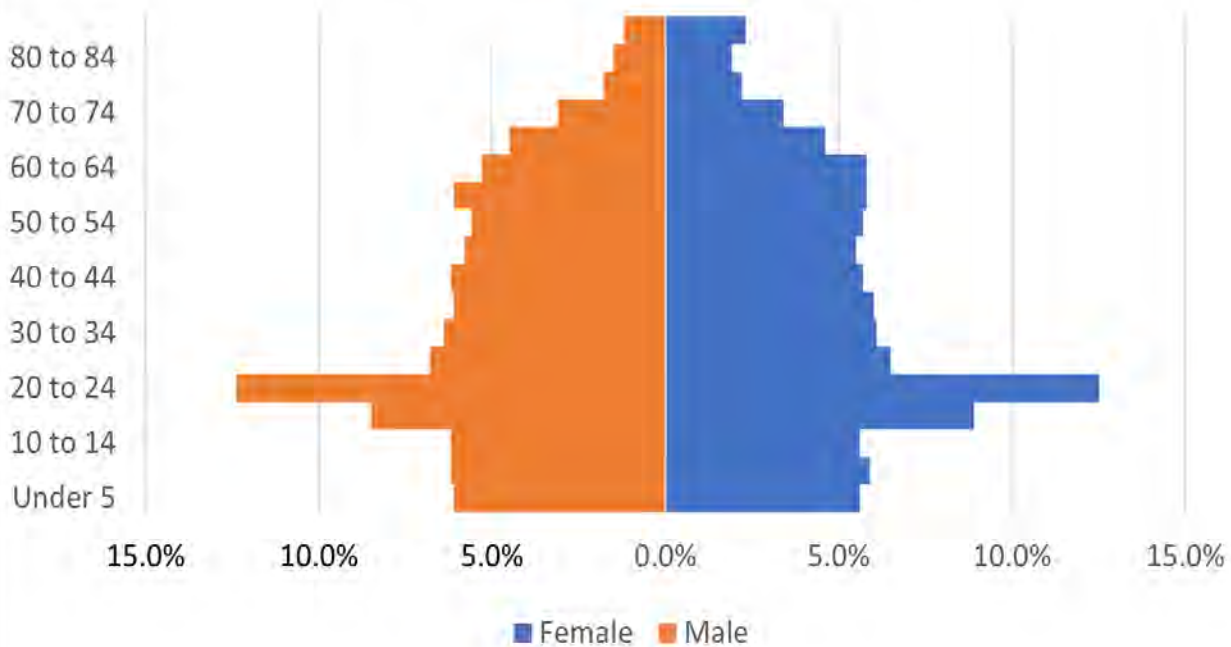
6

7

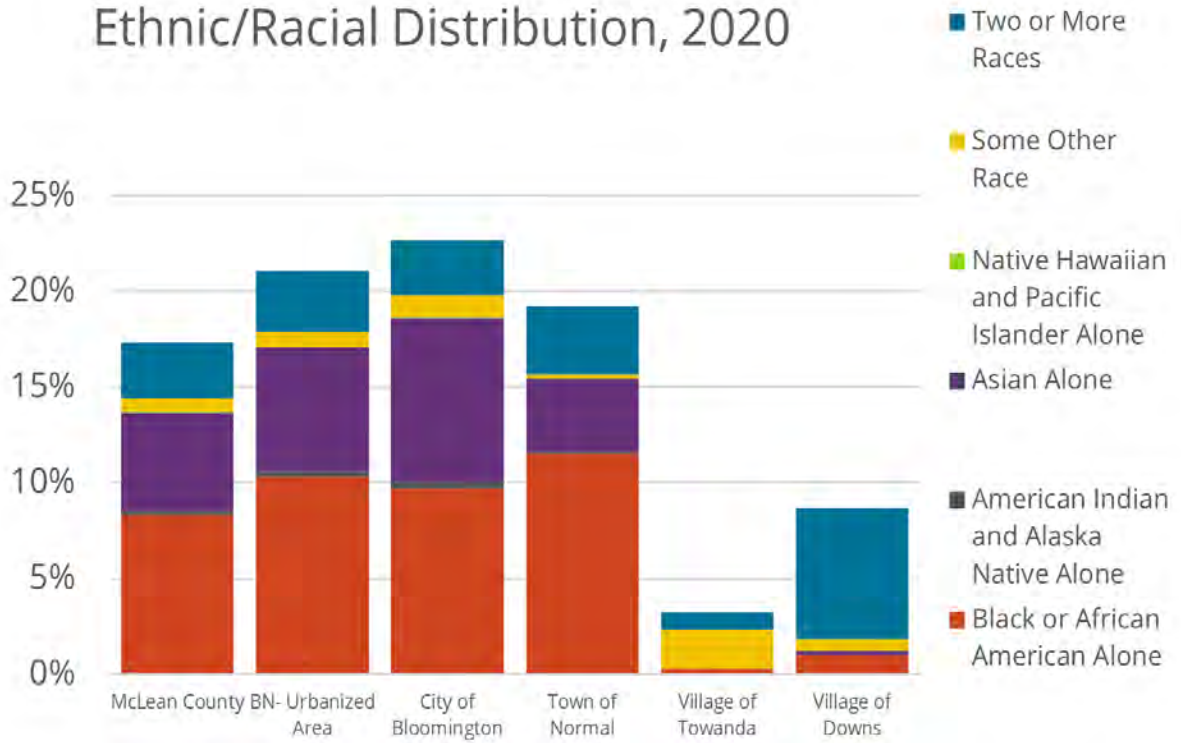
Central Illinois Counties Percentage Hispanic/Latino



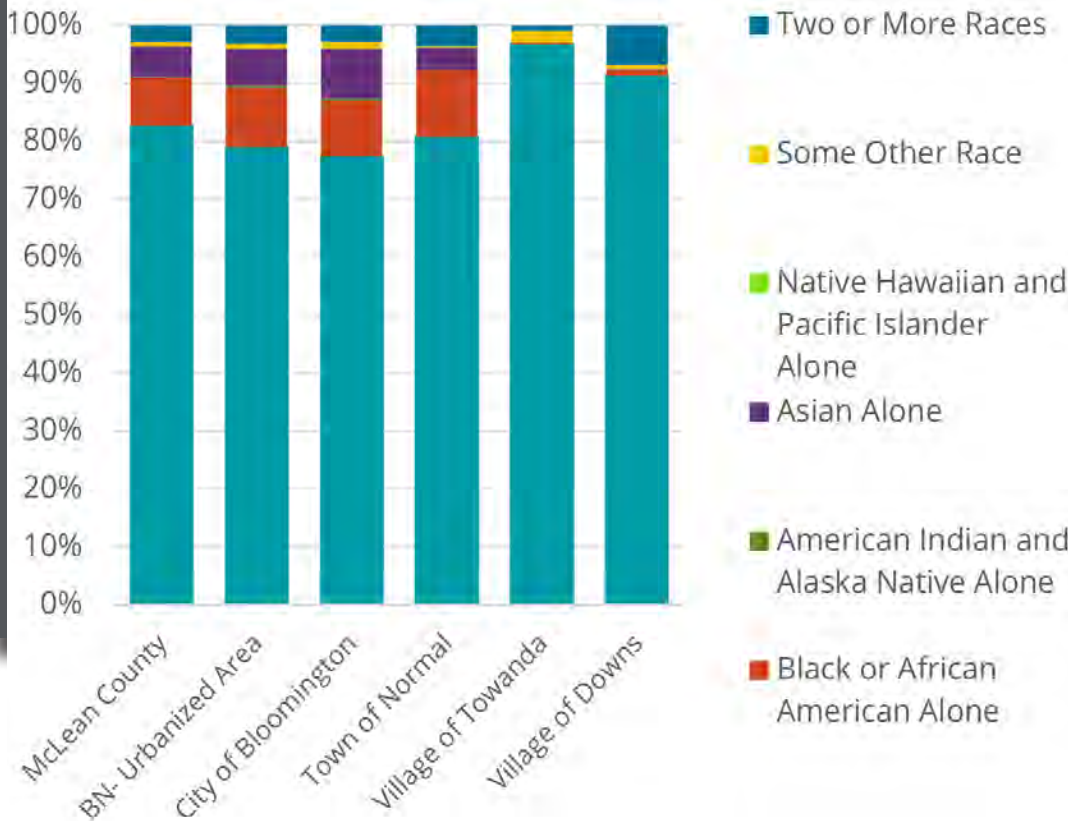
McLean County Population (2020)



Ethnic/Racial Distribution, 2020



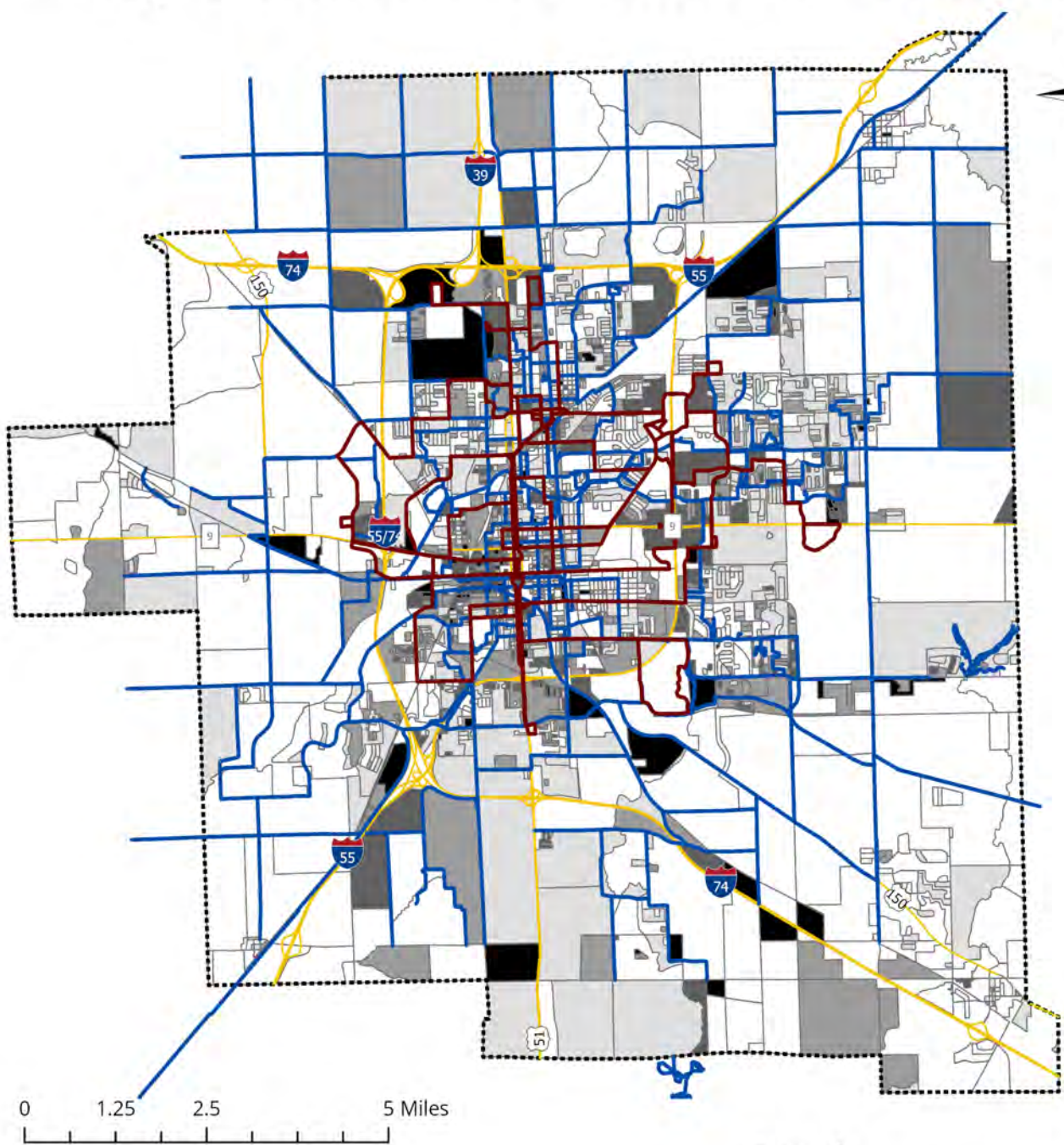
Comparative Racial Distribution, 2020



2020

People of Color* Multimodal Network

1
2
3
4
5
6
7



Legend

- Metropolitan Planning Area
- Major Routes
- Bike and Pedestrian Trails
- Connect Transit Lines

People of Color (POC)	
POC / Total Population	
	0.00% - 12.16%
	12.17% - 26.32%
	26.33% - 44.12%
	44.13% - 71.96%
	71.97% - 100.00%

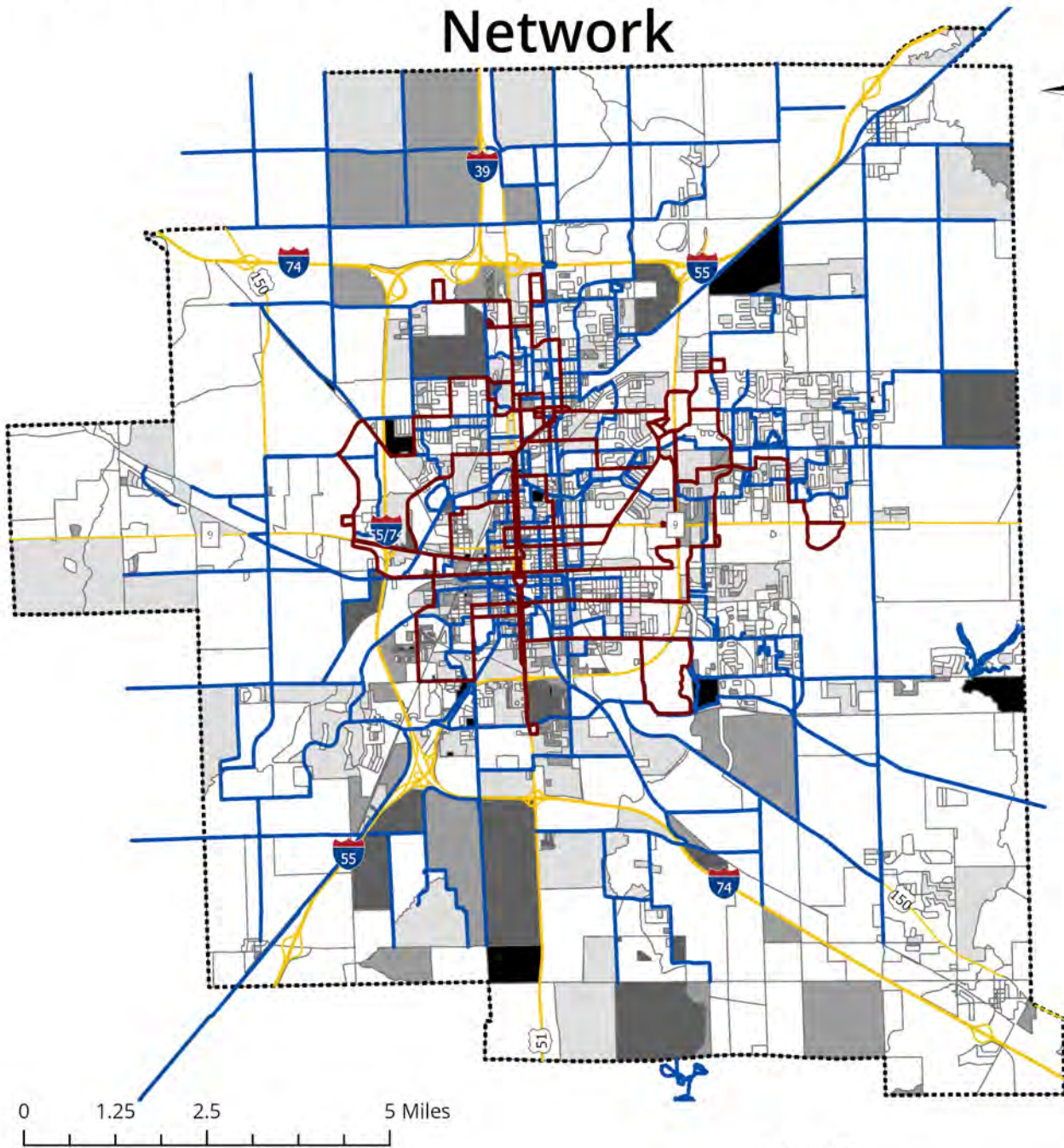
* Hispanic/Latino not included in this count

Source: 2020 Decennial Census. Table P1: RACE (2020)

2020

Hispanic/Latino Population and Multimodal Network

1
2
3
4
5
6
7



Legend

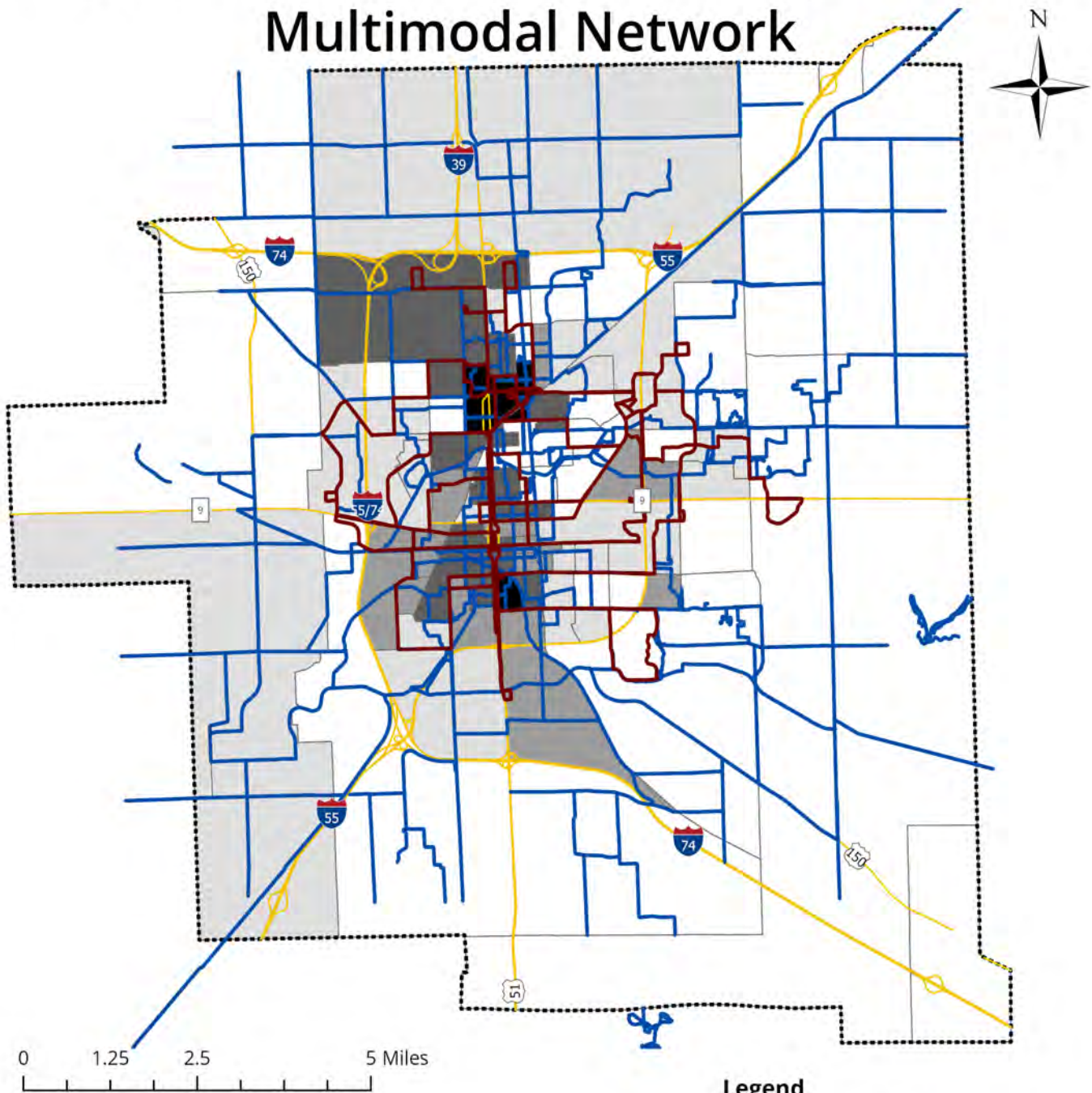
- Metropolitan Planning Area
- Major Routes
- Bike and Pedestrian Trails
- Connect Transit Lines

Hispanic/Latino (H/L)	
H/L/ Total Population	
	0.00% - 5.51%
	5.52% - 15.29%
	15.30% - 30.77%
	30.78% - 58.46%
	58.47% - 100.00%

Source: 2020 Decennial Census. Table P2: HISPANIC OR LATINO BY RACE (2020)

2020

Household Income Below Poverty Level and Multimodal Network



1
2
3
4
5
6
7

Legend

- Metropolitan Planning Area
 - Major Routes
 - Bike and Pedestrian Trails
 - Connect Transit Lines
- Income in past 12 months below poverty level Households
- 0.00 - 6.70%
 - 6.71 - 14.75%
 - 14.76 - 28.82%
 - 28.83 - 52.22%
 - 52.23 - 80.23%

Source: American Community Survey (ACS) 5-Year Estimates 2020, Table S1701: POVERTY STATUS IN THE PAST 12 MONTHS (2020)

Income Below Poverty Level and Race, 2020						
	McLean County	B-N Urbanized Area	City of Bloomington	Town of Normal	Village of Towanda	Village of Downs
Population	15%	17%	13%	25%	8%	2%
White alone	14%	16%	11%	23%	8%	2%
Black or African American alone	36%	37%	34%	40%	0%	0%
American Indian and Alaska Native alone	10%	9%	10%	0%	-	-
Asian alone	9%	10%	5%	27%	-	0%
Some other race alone	16%	18%	17%	30%	0%	0%
Hispanic or Latino	21%	23%	22%	28%	0%	0%

beginning of 2020 late in the year.

21.5% speaking Asian or Pacific Island languages.

MAJOR EMPLOYERS⁵

The box below lists major employees in 2019, before the pandemic took hold. Source: Bloomington-Normal Economic Development Council, Demographic Profile 2019.

EDUCATIONAL ATTAINMENT

With the exception of Towanda, the local jurisdictions have pluralities of residents having a bachelor's degree or higher. Normal and Downs have majorities with a bachelor's degree or higher. Towanda has a plurality (42.3%) of residents who are high school graduates.

LANGUAGE AND PROFICIENCY

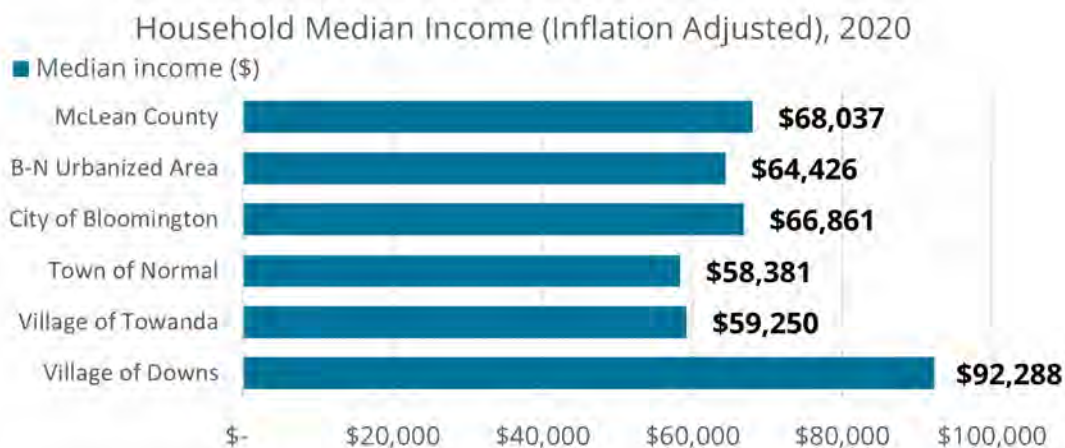
McLean County is substantially monolingual, with 95.5% of the County speaking English and no other language. This is especially true in Downs and Towanda, but both Bloomington and Normal have mostly monolingual populations as well.

DISABILITY

Many people find that not everything they need or want to do exists within their neighborhood or community. For those with a disability, getting to the places they need to go depends on having the right transportation resources available. The right services will not just provide secure and accessible transportation, but also coordinate with destination services and schedules.

In the B-N Urbanized Area, only Bloomington and Normal have limited proficiency. 31.3% of those with limited proficiency speak other languages in Normal. In Bloomington, 31.6% of those with limited proficiency speak Spanish, followed by

- Generally, vision and self-care difficulties are the least prevalent.
- Towanda has high disability rates in nearly all



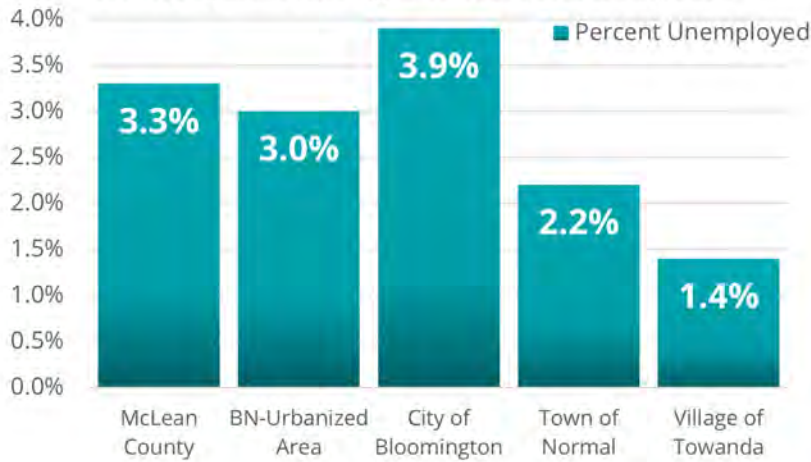
categories, surpassing the county average. The high percentage of people with hearing difficulties requires that transportation providers be prepared to communicate effectively with people who have hearing concerns.

- In McLean County, Bloomington and Normal, ambulatory difficulties are the most prevalent, and that category is a close second in both

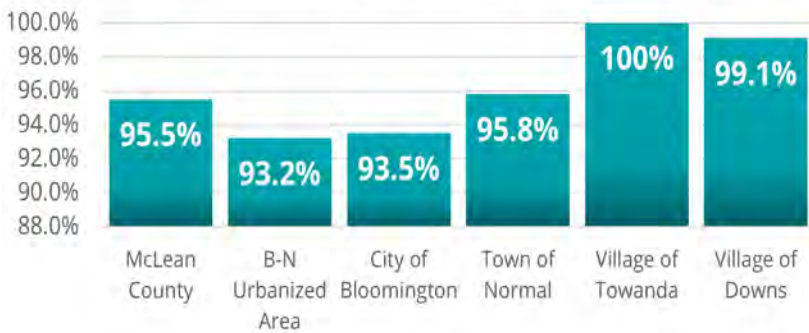
Downs and Towanda. This disability directly impacts transportation choices and impacts.

- Bloomington outpaces Normal in the incidence of disabilities, which may reflect Normal's disproportionately younger population, resulting from the presence of ISU.
- Downs has a relatively low disability rate.

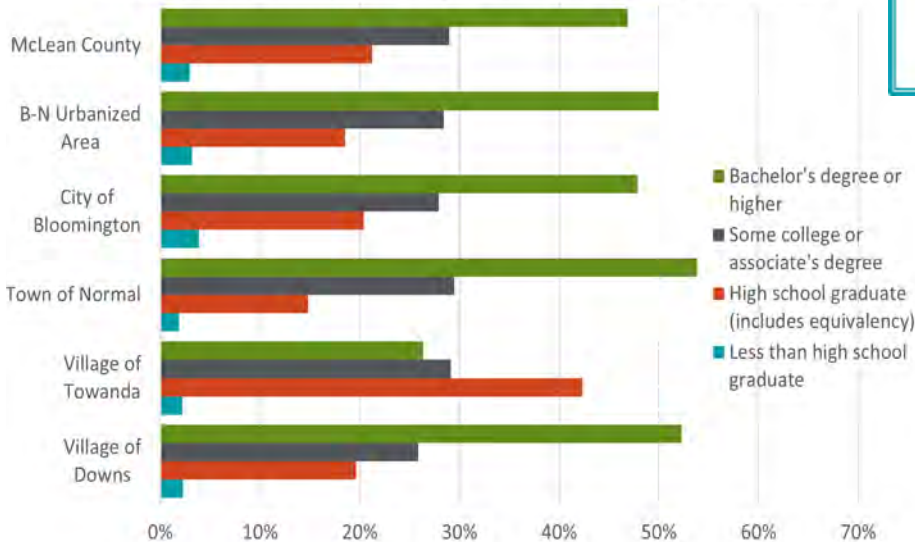
Unemployment Rate Ages 16 Years and Older, 2020



Population that Speaks English Only, 2020



Educational Attainment Ages 25 Years through 64, 2020



MAJOR EMPLOYERS

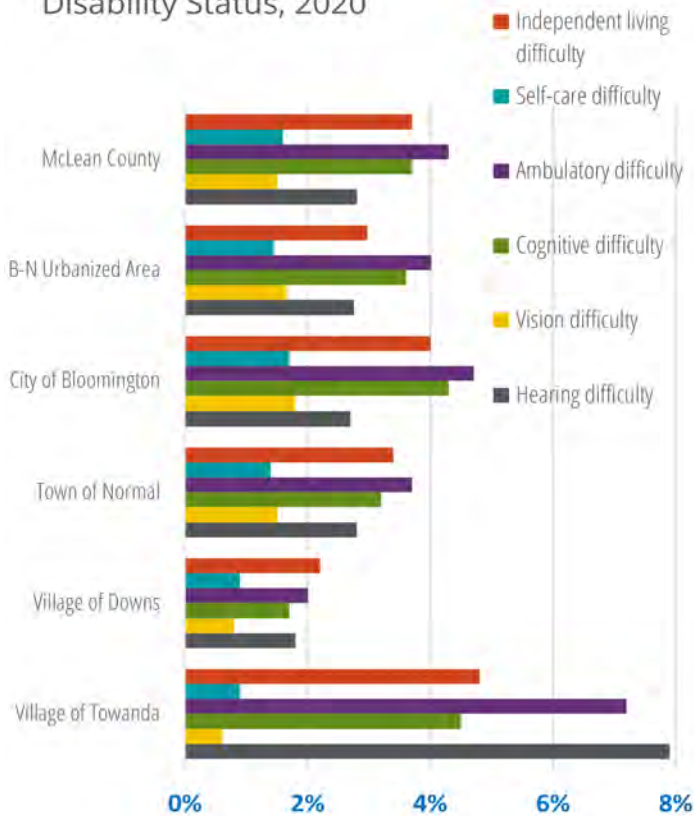
Company	2019
State Farm Insurance Co.	14,436
Illinois State University	3,940
COUNTRY Financial	2,020
Unit 5 Schools	1,874
OSF HealthCare	1,286
Advocate BroMenn Healthcare **	1,337
McLean County, Government	817
Afni, Inc.	815
District 87 Schools	687
City of Bloomington	667
Bridgestone/Firestone Co.	502
GROWMARK, Inc.	495
Illinois Wesleyan University	482
Heritage Operations Group	441
Town of Normal	401
Heartland Community College	369
Tentac Enterprises	348
IAA/Illinois Farm Bureau	329
Ferrero USA	300

Source: HR Representatives from each company/ organization. Figures are self-reported and non-scientific and not intended to be used as a time series. Full-time equivalents (FTE). **Carle purchased in 2020.

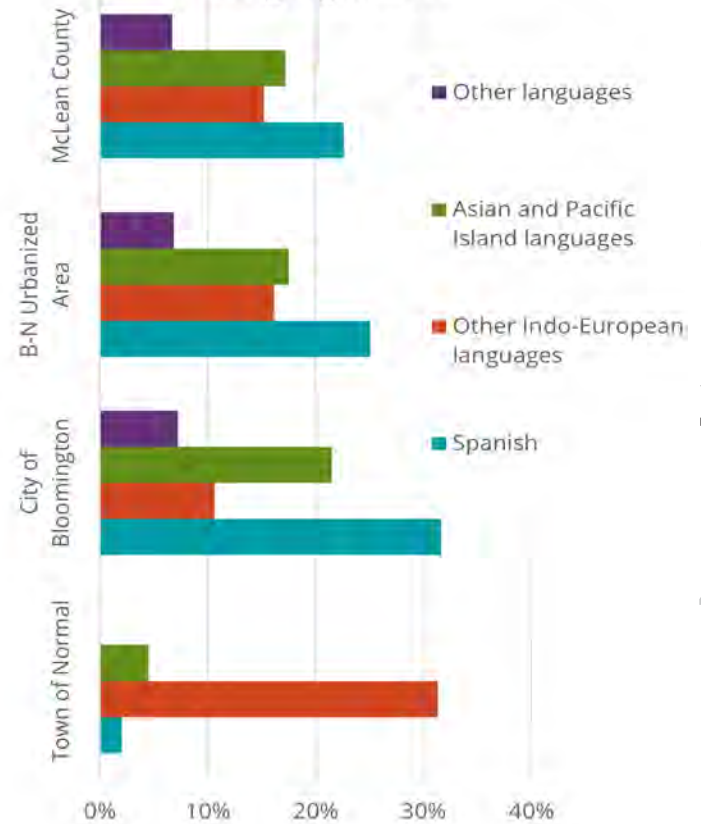
Total Employer Establishments:
3,609

Source: American Community Survey

Disability Status, 2020



Limited English Proficiency by Language, 2020



Future Population Change

POPULATION PROJECTIONS - PROJECTED CHANGE, AUGUST 2022 THROUGH JUNE 2050

Since 1900, McLean County has experienced three distinct population change trends. During the period 1900 to 1950, the county experienced slow but steady population growth at a rate of 175 individuals per year. Between the period 1960 and 2010, that rate increased nearly tenfold to 1,714 per year. Between 2010 to 2020, the rate slowed considerably to 138 per year, with much of the slowdown occurring between 2015 and 2020. The comparatively quick change in trends over the last ten years leads to many questions about the future population of McLean County.

CONTEMPORARY POPULATION TRENDS

McLean County's 2020 population was 170,954, which represents a loss of 2,160 people since 2015 (loss of 0.25%), and a gain of 1,382 since 2010 (gain of 0.08%). This represents a major change from the prior ten years (2000-2010) when the population grew by 19,139, or 1.27% per year.

This change over the last five years is due to a combination of factors – it reflects general statewide trends, the impact of economic restructuring within the local economy, and the impact of the COVID-19 pandemic on the state and region.

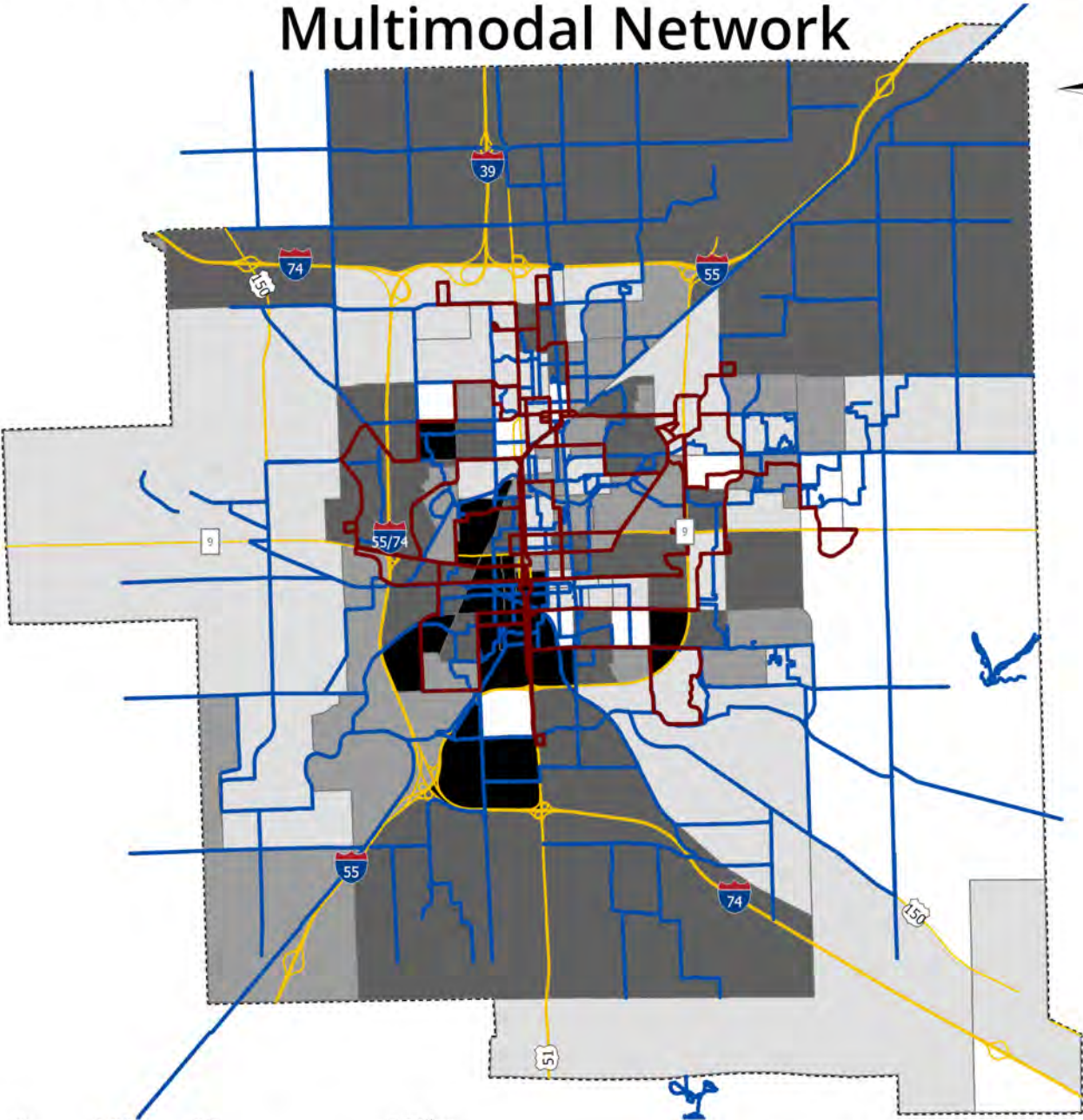
The recent shift in rates of population change has particularly important implications for the types of “what if” scenarios involved in projecting future population. Using historical rates to extrapolate the future population of McLean County illustrates this challenge:

- The growth rate from 2000-2010 (1.27%) results in population growth that does not align with the substantially lower growth rates observed between 2010 and 2020.
- The growth rate from 2010-2020 (0.08%) indicates very slow population growth over the next 30 years.
- The growth rate from 2015 – 2020 (-0.25%) indicates moderate loss of population over the next 30 years.

2020

Households with Disabled Person(s) and Multimodal Network

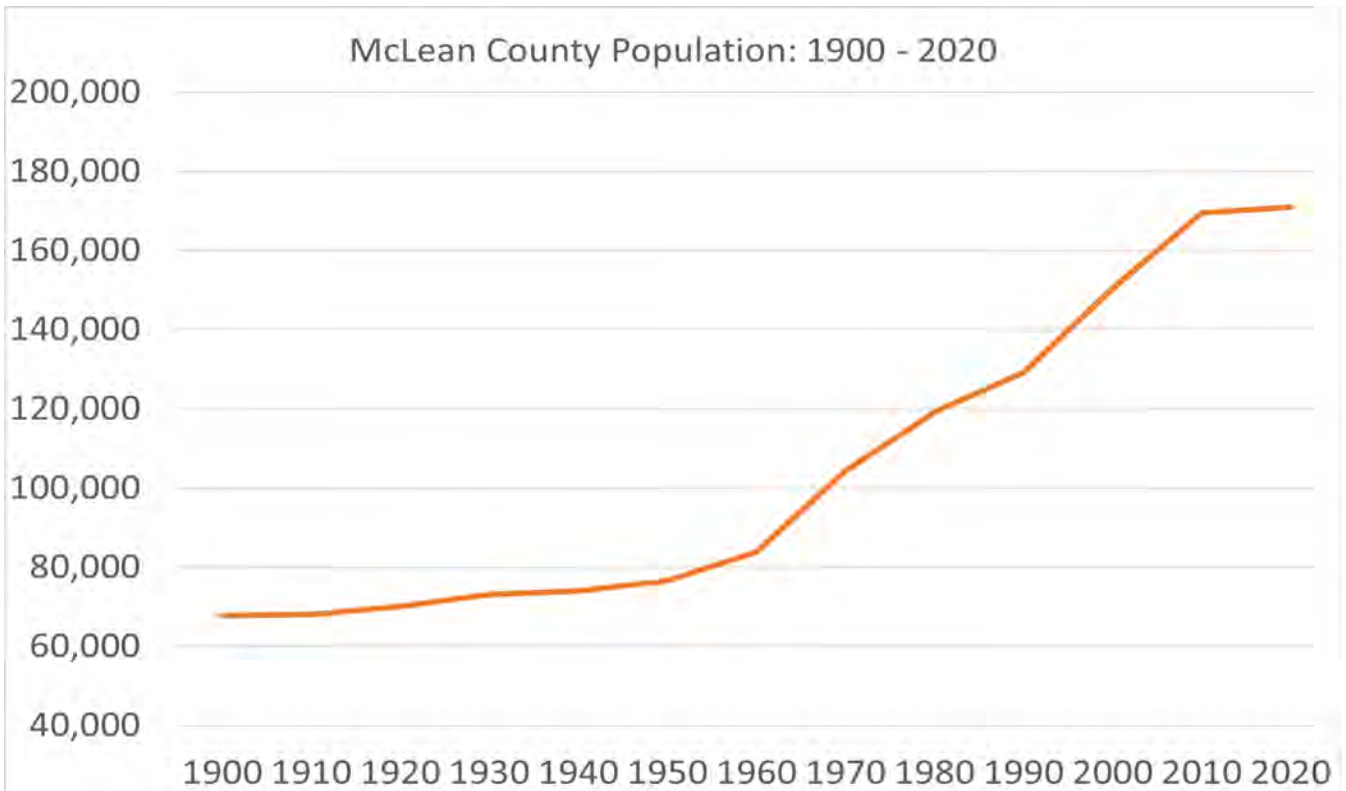
1
2
3
4
5
6
7



Legend

- Metropolitan Planning Area
 - Major Routes
 - Bike and Pedestrian Trails
 - Connect Transit Lines
- Households (Hhold) with Disabled Person(s)**
HholdDisability / Hhold
- 2.20% - 8.62%
 - 8.63% - 14.77%
 - 14.78% - 21.65%
 - 21.66% - 30.28%
 - 30.29% - 51.77%

Source: American Community Survey (ACS) 5-Year Estimates 2020. Table S1810: DISABILITY CHARACTERISTICS (2020)



Year	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Population	67,843	68,008	70,107	73,117	73,930	76,577	83,877	104,389	119,149	129,180	150,433	169,572	170,954

These three growth rates define a reasonable bound within which we may expect population projection models to fall. Despite recent local growth led by several major employers, it is unlikely that the region will see growth rates return to those seen between 2000 and 2010.

Age Structure

McLean County has a unique age structure that is somewhat distorted by the large presence of students in residence at institutions of higher education such as Illinois State University. University-aged students in the age cohorts 15-19 and 20-24 represent around 9 and 12 percent of the population, yet the next two population cohorts (25-29 and 30-34 respectively represent around 7 and 6 percent of the population, meaning that many individuals in their early 20s tend to migrate away from the county in their late 20s or early 30s.

In addition to a consistent outsized population of adults aged 15-24, the county's population is growing older. Between 2010 and 2015, the population over age 65 increased by 10%, and between 2015 and 2020 by 19%. By contrast, modest gains in the younger population between 2010 and 2015 transitioned into modest population loss between 2015 and 2020. At the same time, the

working-age population (20-64) remained relatively constant at around 60% of the population.

Between 2015 and 2020, the county saw modest population losses for all age cohorts up to age 40 (a net loss of 3,699) and growth amongst the population ages 60 and older (a gain of 4,463)⁶. Should such trends continue, a combination of population loss amongst working-age adults and an increase in the number of older adults is likely to set the stage for a continued decline in population. However, there is plenty of evidence to suggest that population losses could be offset by growth due to employment migration and retention of young adults locally in a reversal of a significant outmigration trend.

Employment Trends

McLean County has a stable and diversified economy anchored by several major employers including State Farm, Rivian, Illinois State University, Country Financial, Unit 5 Schools, and several major healthcare providers. It is important to note a few important transitions within the local employment market over the past ten years:

- State Farm transitioned a portion of its workforce from offices in downtown Bloomington to other facilities in McLean County and other regional offices throughout the United States.
- Electric vehicle producer Rivian has rapidly expanded its footprint within the region, growing to more than 5,000 employees over the course of three years, with the prospects of additional expansion over the next few years.
- Candymaker Ferrero has also committed to expansion in both facilities and workforce in the region, adding an additional 200 jobs to the 350 already present in their Bloomington facility.

Historical trends in employment by industry show a diversified and stable local economy. A growing leisure and hospitality sector also saw major declines starting between 2019 and 2020, likely because of economic challenges due to the COVID-19 pandemic. Most other industries show stable shares of employment within the county. Given lags in reporting of data on employment by industry, recent rapid growth at Rivian and planned growth in other firms are not yet reflected in these employment-by-industry trends.

Given the recent news stories regarding Rivian’s rapid growth, it is important to acknowledge the impact of rapid growth of the company on the local labor market. In March 2021, Rivian employed around 890 people at its Normal location. In March 2022, that number was around 5,000, and by July 2022, around 5,900. Over the course of a few years, Rivian has grown to become the third largest employer in the county, yet this rapid growth is yet to be reflected in the types of data employed in projecting future population.

Data Lags

A lag in demographic data reporting means that recent rapid growth in industries is also not yet reflected in the demographic trends of 2015-2020. This suggests that it is plausible to expect modest population growth, akin to that seen between 2010 and 2020, assuming major changes in demographic trends when compared to the past five years.

Other Considerations

Other sources of information included in the population projections but not shown in this document include McLean County population shares (urban vs. rural), residential building permits, age by gender, birth trends, death rates, and migration. A complete study can be found in Appendix 6.

POPULATION PROJECTIONS

The projected age structure for 2050 shows the impact of declining birth rates to the region. A population experiencing high rates of natural increase (more births than deaths) would be expected to have a wider base with more children entering the population. The squared-off shape of the base of the pyramid indicates low rates of natural increase. The squared off shape at the top of the pyramid indicates a high proportion of older adults within the population – a continuation of the current trend.

High Migration Scenarios

Baseline scenarios, shown in a line graph below, do not account for potential adjustments to population rates beyond observed data for births, deaths, and migration. Given the recent trends associated with industry growth within the region, a “high migration” scenario was developed which considers a 2.5% increase in net migration rates for the age cohorts 20-60 – working age adults. Given that Rivian’s growth alone over the past few years represents an expansion of more than 7 percent of the private labor market, it is likely that population growth which is not yet captured in either jobs or population data will result in more favorable net migration trends, especially for working-aged adults. Despite the potential for a labor migration boom, a conservative approach was taken to factoring labor migration into population projections. Under the high migration scenario, McLean County’s population grows slightly and then exhibits a very minor decline after 2030 (a net decline of 4.12 percent from 2020 to 2050, or -0.26 percent per year).

1

2

3

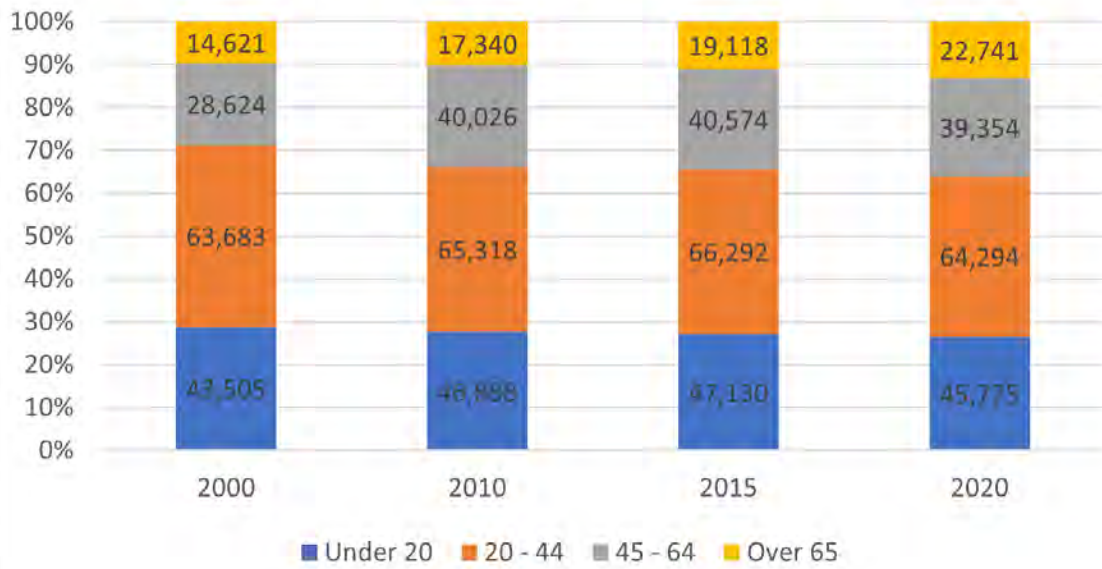
4

5

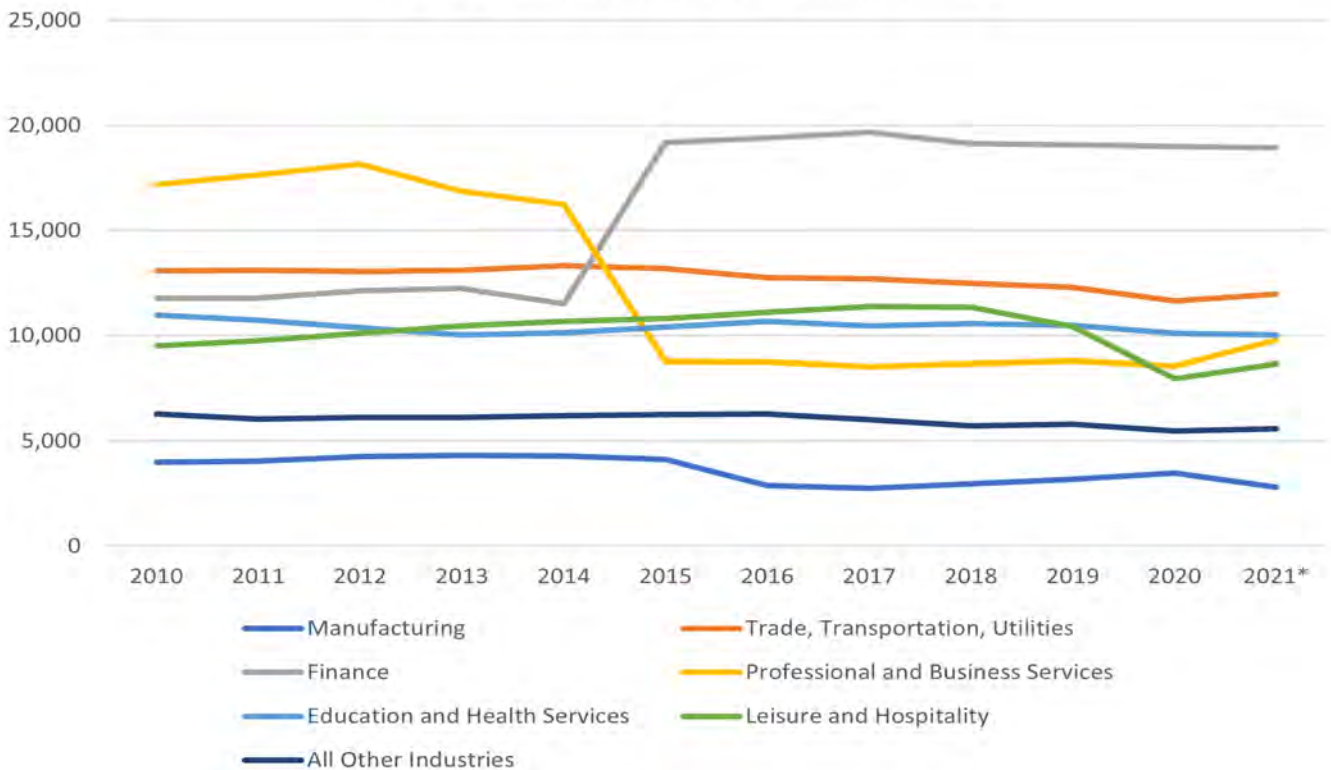
6

7

McLean County Age Structure (2000 - 2020)



Employment by Industry (2010-2021)



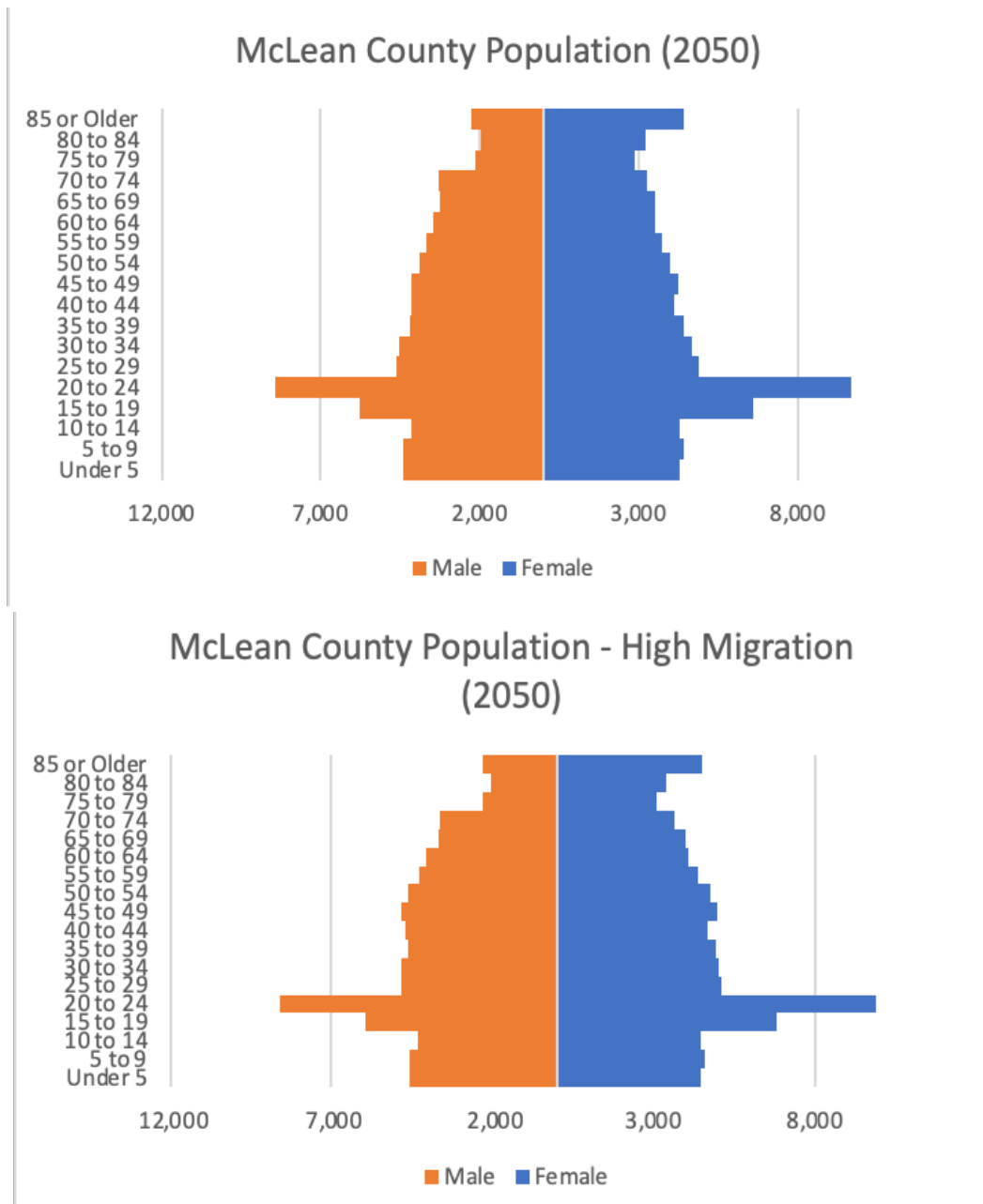
Projection Graph

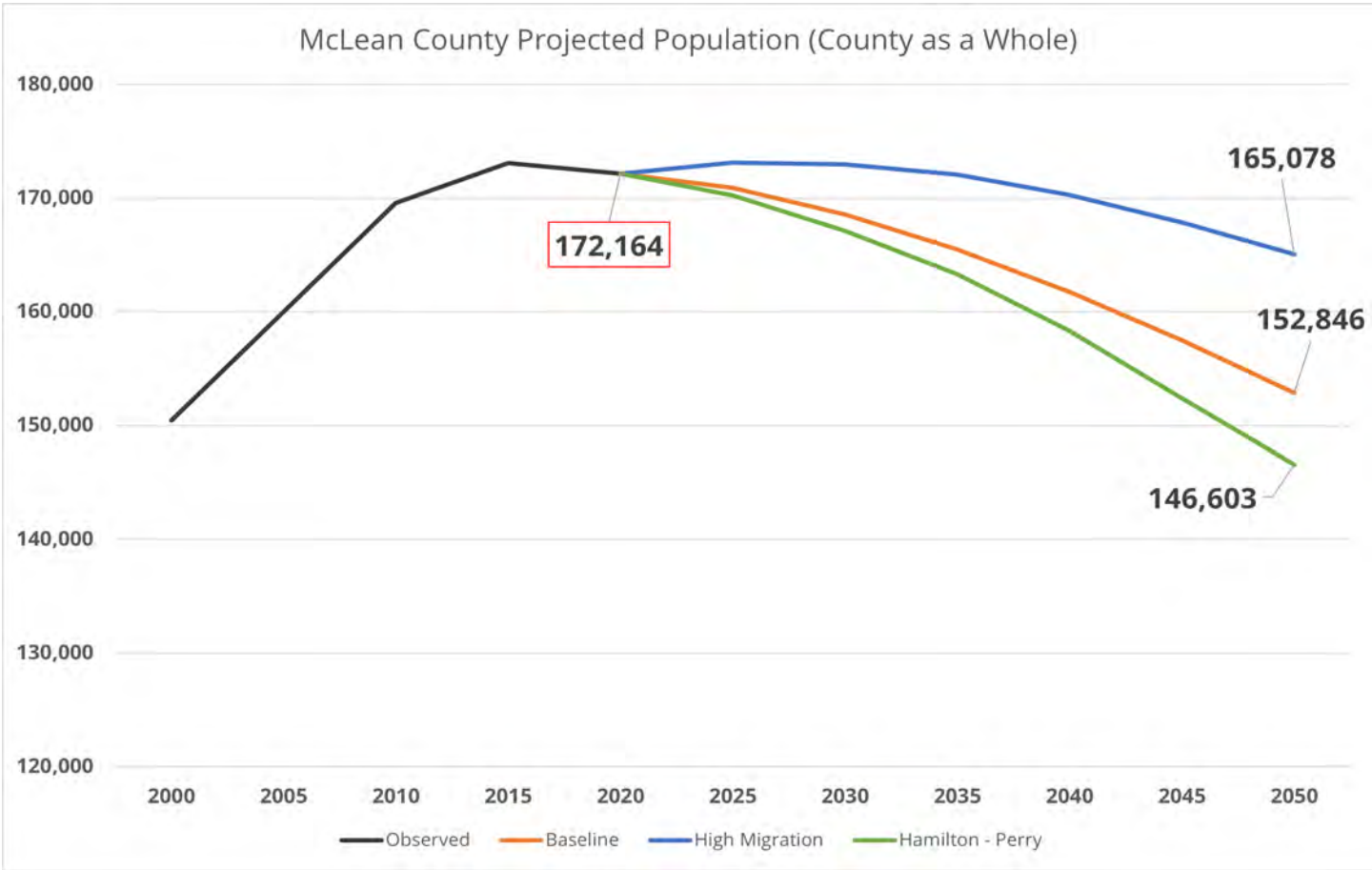
Between 2015 and 2020, McLean County's estimated population declined by 0.55%. If these trends continue, the county's 2050 population is likely to continue to decline. Of the two population projection methods evaluated for this report, the Hamilton-Perry and baseline cohort-component, both projections indicate a decline in population in 2050 to levels just slightly above what they were in the year 2000 (14.85 and 11.22% decline in population from 2020 to 2050 respectively) – a population of between 146,603 and 152,846.

It is important to recognize that these projections are contingent upon trends continuing as they have between 2015 and 2020 based upon

population estimates. The main drivers of the decline in population beyond 2020 were high rates of net outmigration for the population under age 50, a county decline in birth rate between 2015 and 2020, and high net migration for older adults which compounds over time.

It is also important to note that the high migration scenario is plausible and should be pursued. After many years, even decades, of steady and sometimes accelerated population growth in Bloomington-Normal, it's alarming to see the trend hit its peak and start to slide. The data shows us how to take on the challenge of declining population – surely this community has the capacity to respond.





1. The McLean County GIS Consortium website is located at mcgis.org

2. The green highlighted boxes represent the most cited issue per Top 10 Roads of Concern. In the overall transportation network, Infrastructure Design Changes were cited 275 times, Poor Maintenance was cited 270 times, and Transportation User Behavior was cited 148 times.

3. From <https://www.census.gov/library/stories/state-by-state/illinois-population-change-between-census-decade.html>

4. Source: American Community Survey (ACS) 5-Year Estimates 2020. Table S0101: AGE AND SEX (2020)

5. <https://www.bnbiz.org/demographic-profiles>

6. These estimates are based upon comparisons between 2015 5-year ACS data and 2020 5-year ACS data. Detailed age breakdowns based upon 2020 decennial census data will not be released until May 2023.

Page intentionally left blank



CHAPTER 4

Focus Areas and Priorities

McLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Four

Focus Areas and Priorities

To formulate useful objectives for implementation regarding the areas of focus for transportation, the guidance provided by the five focus groups¹, and from the public responses to the MLRTP transportation survey has been considered. Objectives also address the integration of the policy and technical guidance being released from the U.S. Department of Transportation and the Illinois Department of Transportation, and the ongoing local efforts to address concerns about the transportation system.

The summary of the responses to the MLRTP 2050 public survey, reviewed in Chapter 3, is a snapshot of public opinion regarding transportation priorities for Bloomington-Normal and McLean County. These public preferences are a vital element in planning our future transportation system, as they are weighed with the policy direction and outcomes from the federal and state levels, as well as the detailed perspectives presented by the five focus groups convened.

Actions proposed reflect the framework of the areas of focus, with correlation of all of the information inputs available – public priorities, the specific contributions of the focus groups² and local, state and federal policies. In addition, the Project Steering Committee has reviewed the analysis, and members with technical expertise have provided guidance on objectives and implementation.

In formulating objectives and related strategies, it is essential that the strategies and performance measures use metrics and standards that can be readily quantified and which generate usable points of comparison with prior performance. The ability to measure the results from a given strategy is key to understanding what impact the strategy is having. To have confidence in the evaluation of the strategy, it is important to have measurements calculated from reliable sources of data. In some cases, there are existing data sources that can be used. For some planned work, the strategies include the development of reliable datasets for use in evaluating progress to the objective.

An example of the parallel process of planning and data collection is the Veterans Parkway Corridor

study, which will be conducted by MCRPC over the next 30 to 36 months. The tasks outlined for the study will include the collection and analysis of data across a broad spectrum of concerns, to create an information resource relevant to the emphasis of safety, sustainability and equity. When the economic impact of Veterans Parkway is evaluated in the study, it will provide support for the more general assessment of the transportation system as an economic driver.

In 2017 the vision for the transportation system over the chronology of the plan focused on increased options for mobility, equitable access, all in support of a safe, healthy, livable, sustainable and vibrant region; this expressed the plan vision as a wish list. As noted in the LRMT 2045, the anticipated future transportation system should not be constrained by even the recent past. In 2022, the vision and goals should provide room to increase our understanding of the world as it will be, and expand our planning, as the rapidly shifting and evolving elements of the system demand new assumptions about the future. An awareness of potential outcomes and constraints, melded with the widening of social, economic and especially technology-based possibilities in 2050, allows the plan the latitude to consider the potential of our future community, on a foundation of understanding the forces that have produced our current circumstances.

Focus Area I: Transportation System Safety

For some planning efforts, a critical step is selecting the primary goals to be reached through implementation of the plan. In transportation planning, the primary goal is always the same – safety for everyone using and connected to the transportation system. In one way or another, nearly everyone in the community has that connection. Some form of transportation, even walking, is required for people to engage with the world outside their homes and themselves.

The area is experiencing a worrisome trend, an increase in the incidence of traffic crashes, too often with fatal results. Consequently, aspects

of transportation safety, and particularly traffic safety are now very high priorities. Although some potential solutions are outside of the planning sphere, MCRPC is experienced in working with governmental and agency partners, and relying on their expertise and ability to engage with the plan's goals and objectives. Evaluating implementation of such goals and objectives requires cooperation in developing and updating data. That process is reflected in objectives relating to MCRPC data dashboards and other information made available to the public through the MCRPC website.

With safety as the dominant goal of transportation planning and operations in Bloomington-Normal, data compiled regarding traffic crash outcomes demonstrates that traveling in the metropolitan area is too dangerous. Because cars and other motor vehicles are overwhelmingly the most dominant mode of travel in our transportation system, the largest share of traffic fatalities and serious injuries is likely to be caused by motorized traffic.

This includes not only crashes involving cars and other motor vehicles, but more critically, crashes involving cars (or trucks) and people walking, riding bicycles or simply standing in an area adjacent to motorized traffic. In these crashes a person not enclosed in a motor vehicle is far more likely to experience serious injury or death, due to the disparity of mass and speed between the persons and objects involved. Other actions of those involved in the crash increase the danger for non-motorized travelers. Data collection and analysis regarding the dynamics of crashes and outcomes will assist in addressing these traffic safety issues.

Some of the factors that lead to traffic crashes are well known. In recent years, distracted driving has emerged as a serious concern for law enforcement and transportation policy-makers at the federal and state levels. Unlike drunk driving, which is defined by a driver's blood alcohol levels, distraction can come in many forms. While often associated with drivers' use of cell phones, now outlawed in Illinois, distracted driving can be the result of the behavior of children or other passengers, actions by other drivers and activities along the road. The National Highway Traffic Safety Administration (NHTSA) defines distracted driving as:

"any activity that diverts attention from driving, including talking or texting on your phone,

eating and drinking, talking to people in your vehicle, fiddling with the stereo, entertainment or navigation system...Texting is the most alarming distraction."

Unlike the enforcement tools for driving while impaired, including the roadside evaluation of sobriety, the distractions that may have led to crashes are not so easy to establish. Despite public information campaigns, escalating fines for repeat offenders and a barrage of statistics on the degree of distraction caused by electronic devices, drivers using handheld phones are a common sight on the streets in our transportation system. The reduction of distracted as well as impaired driving behavior is cited as an objective in Chapter 5.

THE McLEAN COUNTY GO:SAFE ACTION PLAN

MCRPC and the local governments, in response to goals and objectives in the Long-Range Metropolitan Transportation Plan 2045 (LRMTP 2045), began the process of developing a transportation safety plan for the urban area and McLean County. The McLean County Go:Safe Action Plan process was based on the Vision Zero approach to transportation safety, which has been implemented across the United States. Large cities like Chicago and New York have used this approach, as have smaller cities and counties determined to correct safety issues. One example that MCRPC staff examined closely was the Vision Zero initiative in Columbia, Missouri, due to that community's similarities to Bloomington-Normal⁴. As described by the City of Columbia⁵, their initiative draws on the Vision Zero framework:

"Vision Zero is a transportation policy goal and data-driven strategy to achieve zero traffic deaths or serious injuries on our roadways. Vision Zero challenges the belief that traffic deaths are just the unavoidable price we pay for modern mobility."



Columbia adopted a Vision Zero policy in 2016, produced their first three-year action plan in 2017, and has completed two annual updates in 2018 and 2019. Although Columbia's plan updates were affected by the COVID pandemic, the work has continued on several of their initiatives, and progress is reported through the main City

website, and a dedicated website that describes the initiatives and provides documentation on the scope of the safety problems in the city⁶.

The McLean County Go:Safe Action Plan⁷ was adopted by the McLean County Regional Planning Commission in April 2021, after a plan development process somewhat hamstrung by the COVID restrictions on meetings and public events. The Go:Safe plan is the local approach to Vision Zero policies and Complete Streets implementation in Bloomington-Normal as well as in the County. The plan includes maps and statistics illustrating transportation safety issues, identifies priority locations in the urban area that are ripe for the application of local Complete Streets policies⁸, and culminates in recommendations for implementation in the categories of infrastructure, data, research and technology, and community culture change.

The recommendations for community culture change emphasize efforts to create a coalition of supporting participants, and employing Complete Streets principles to improve safety outcomes and promote the goals of the action plan community-wide. Perhaps less tangibly, the plan asks that individuals using the transportation system acknowledge that each of us has a responsibility not only to our own safety, but also to the safety of all the other transportation users that surround us. This approach to mitigating human error in the traffic safety equation requires new tactics, and the participation of local government staff and elected officials.

In January 2022, the U.S Department of Transportation issued the National Roadway Safety Strategy (NRSS)⁹. The Safety Strategy announces the adoption of a "Safe System Approach¹⁰," with core principles very similar to the Vision Zero initiative, and the recommendations of the McLean County Go:Safe Action Plan. The NRSS initiative and the Safe System Approach also reference a rural road safety initiative, Focus on Reducing Rural Roadway Departures (FoRRRwD). The guidance for this program is similar to the purpose of the FHWA/IDOT-managed development of county-based Local Road Safety Plans (LSRP); such as the October 2021 McLean County LSRP prioritization of transportation safety throughout McLean County, including the Bloomington-Normal urban area.

In July 2022 the U.S. DOT announced potential

funding through the Safe Streets for All (SS4A) program, provided a checklist of the elements needed in a Vision Zero - style plan to qualify for future implementation funding. Such an adaptation of our Go:Safe plan would create a more detailed and rigorous basis for ongoing work towards the goal of zero deaths or life-changing injuries by 2030. This potential federal assistance would support our existing commitment not only to follow the recommendations of the Go:Safe plan, but to enhance the plan's scope and strategies to reach the 2030 zero-death goal. This objective is among those included in Chapter 5, intended for implementation whether or not MCRPC receives funding through SS4A.

Considered as a group of potential resources, the new and evolving federal programs are evidence of a serious and sustained emphasis on the zero-deaths approach to traffic safety.

To various degrees all of the focus groups¹¹ noted the importance of transportation safety. The most in-depth comments came from the Pedestrian & Bicycle focus group, in which many participants noted about on-street bicycling in Bloomington-Normal. For some, the solution was a substantial expansion of the Constitution Trail system. There was also interest in on-street bicycle routes provided that designs created separation from motor vehicle traffic lanes. There were concerns about pedestrian safety, primarily resulting from driver behavior, including failure to yield right-of-way to pedestrians in crosswalks or other protected spaces. Users of these alternate modes are reluctant to venture onto streets, due to the speed of cars and trucks, and driver refusal to accommodate walkers and bikers.

Members of the Bike & Pedestrian Focus Group were extremely concerned about the safety of those who use either mode in Bloomington-Normal, noting that many bicycle users are simply afraid to ride on local streets. Several persistent issues were noted, including the lack of understanding the rules about bike riders and pedestrians demonstrated by drivers, reaching even to open hostility towards people using bicycles within the street network. Locations that are dangerous to pedestrians were described and possible mitigation discussed. The CAV & ITS focus group noted the importance of an up-to-date and well-managed array of Intelligent Transportation System installations, both for current users, and to adapt to changes brought about by the inclusion

1
2
3
4
5
6
7

of connected and autonomous vehicles. The Public Transit and Health in Transportation groups did not emphasize traffic safety, although they noted the limitations on services for vulnerable users. The Commerce and Freight focus group concentrated on access issues, and on concerns regarding freight traffic shifting to local streets unsuitable for such massive vehicles. Members of the Health & Social Services Focus Group noted safety concerns for vulnerable populations in navigating the system, particularly as pedestrian and transit riders.

Actions Addressing Transportation System Safety

A number of objectives will be continued from the FY 2017 LRMTTP 2045. Some of the projects to be carried over have remaining tasks to complete the original intent of the objective in full. These include but are not limited to:

- **Establishment** of a continuing regional prioritization process for selection and evaluation of projects using federal funds, and MPO participant approval
- **Continuation** of tasks to complete application for inclusion of the Go:Safe Action Plan in the Vision Zero Network
- **Adaptation** of the Go:Safe Action Plan to comport with FHWA criteria for a complete action plan (as stated in the SS4A NOFO), including additional data collection and analysis
- **Incorporation** of developing data resources and analysis regarding the Go:Safe initiative into the MCRPC website
- **Re-design** of Transportation Improvement Program planning process and annual document
- **Collection and analysis** of community and county-wide data regarding infrastructure conditions and priorities.

Additional Actions Addressing Transportation System Safety

Issues have arisen during the MLRTP 2050 planning process that call for action to be recognized in the transportation plan.

Additional objectives will reflect activities to be undertaken by MCRPC based on issues arising following the adoption of the LRMTTP 2045, including:

- **Instituting** a cooperative updating process for the regional Intelligent Transportation Architecture (ITS)
- **Examination** of and a report on safety issues with freight traffic in the MPA
- **Incorporation** of guidance in FHWA Focus on Reducing Rural Roadway Departures (FoRRRWD) program and related McLean County Local Road Safety Plan into safety planning for rural areas of McLean County within the Go:Safe framework
- **Compilation** of data regarding transportation performance during the period of restrictions due to COVID, to understand the impacts and determine revised baseline activity across modes.

A Note to Caution: The COVID Effect on Safety and System User Behavior

Travel behavior was immediately affected by the COVID emergency that began in early 2020. Drivers and providers for bus, air and train travel had to respond to limitations on transportation, along with the other restrictions that were established. We know that data regarding transportation activity in Illinois, occurring during 2020 and mid-2021, was either incomplete or distorted by the shutdown of many transportation options and the requirement that the workforce work virtually/remotely as much as possible.

After the transportation disruptions that occurred during the COVID-19 pandemic, and in particular the travel reductions in the early stages of the response, there was some hope that reductions in single-person occupant car trips would persist beyond the immediate crisis, as people realized that alternative transportation was a viable option for their daily trips. An increase in people working from home was expected to continue, and the resistance of employees to returning to offices may support that outcome.

Unfortunately, some of the predictions about the post-pandemic status of transportation are not yet supported by evidence. The reasons are varied and debates about the subject continue, but the fundamental fact that the pandemic is not yet over is at the forefront. For the first half of 2022, two influences competed for primacy; the continuing but less overtly catastrophic incidence of new COVID-19 breakouts, and the process of removing the limits intended to protect against future widespread infection. In early summer of 2022, there were continuing outbreaks of COVID-19 infections

around the country, and a resurgence occurred in McLean County. This story has not ended.

As noted in Chapter 1, it remains difficult to analyze which trends coming out of the pandemic period are expected to persist. In a May 17, 2022 statement¹², the U.S. Secretary of Transportation lamented the more than 10% increase in traffic deaths in 2021 from the previous year. The highest number of fatalities since 2005 signaled a resurgence of the most undesirable fatality levels from pre-pandemic “normal.” This troubling trend is occurring here in McLean County, and the rate of crashes causing fatalities and serious injuries is moving in the wrong direction. This trend requires immediate efforts to reduce fatalities and life-altering injuries in crashes by any means available.

Focus Area II: Sustainability & Resilience

Although sustainable transportation is typically discussed as mitigation of environmental damage caused or accelerated by transportation and transition to more sustainable operations, MCRPC uses sustainability to apply to other influences on the transportation system. In addition to environmental impacts, the MCRPC definition includes financial sustainability, operational sustainability, political sustainability and addressing any issues or controversies that might short-circuit support for the preservation and improvement of the transportation system.

These concerns are assessed through MCRPC research, data collection and analysis, in response to issues as they arise or as part of the ongoing planning program. Additional resources are identified through dialogue with MCRPC partners, including Connect Transit, the Ecology Action Center, the Economic Development Council, Illinois State and Illinois Wesleyan universities, various social service agencies, representatives of the health care sector, private sector entities, local government and agency staff, IDOT staff from multiple divisions, including District 5, the Office of Planning and Programming and the Office of Intermodal Project Implementation and Federal Highway Administration staff.

ENVIRONMENTAL SUSTAINABILITY

The challenge of environmental and resource

sustainability is illustrated in the data in the box at right. Analysis by the World Resources Institute in 2021 highlights the contrast between the percentage of greenhouse gas attributable to transportation uses at the global level (14.2% in 2018) and the national level for the US (28.6%). Further analysis determined the overall greenhouse gas generation from transportation by nation. The United States is overrepresented in total emissions whether analyzed by population or by area.

The United States releases a higher amount of greenhouse gas through transportation uses or activities than any other nation. An analysis of emissions resulting from transportation in 2019 supports that conclusion. (Appendix 7).

In the course of the tasks prescribed in Chapter 5, and with the assistance of the Ecology Action Center, comparable data with respect to greenhouse gas emissions in McLean County will be updated.

HEALTH IN TRANSPORTATION

MCRPC has steadily increased its engagement with stakeholders and clients of the multiple organizations and professions that make up the health care sector in Bloomington-Normal and McLean County. This effort includes cooperation with the McLean County Health Department, and the inclusion of hospital and Health Department stakeholders in the Transportation Advisory Committee.

The McLean County Community Health Improvement Plan for 2020 - 2022¹³ identified the community's top three health concerns as “Access to Appropriate Care”, “Behavioral Health (including Mental Health and Substance Abuse)”, and “Healthy Eating/Active Living (HEAL).” Two of the three concerns are directly concerned with transportation, both for the opportunity to reach providers, and to engage in healthy living activities that often include non-motorized forms of transportation, such as walking and biking. MCRPC staff participate in committees developing the Health Improvement Plan.

MCRPC also participated in a FHWA/FTA investigation of the suitability of a proposed planning framework to integrate health considerations and institutions into the

1

2

3

4

5

6

7

transportation planning process. In the course of that participation, MCRPC staff analyzed a local corridor to determine how the transportation planning process could incorporate the needs and interests of any person engaged

with the transportation system and the complicated world of health care and healthy living initiatives, and evaluating additional community health benefits from reduction in greenhouse gas emissions and better environmental conditions resulting from the reduction of ground-level ozone, as well as five other EPA Criteria Air Pollutants.

Comparative Greenhouse Gas Emissions

Number of Tons - GHG Emissions			% in
Nation/Group	2019 Total	2019 Transport	transport
United States	5,770,000,000	1,820,000,000	31.5%
Canada	774,290,000	197,380,000	25.5%
Others	19,710,000,000	4,040,000,000	20.5%
Japan	1,130,000,000	206,410,000	18.3%
<i>All in Group*</i>	<i>48,134,290,000</i>	<i>8,124,130,000</i>	<i>16.9%</i>
Brazil	1,450,000,000	201,000,000	13.9%
Russia	1,920,000,000	262,390,000	13.7%
India	3,360,000,000	315,880,000	9.4%
Indonesia	1,960,000,000	154,710,000	7.9%
China	12,060,000,000	926,360,000	7.7%

The table above lists the top eight producers of greenhouse gas emissions in 2019, by total emissions and by emissions attributable to transportation. The United States ranks only behind China in total emissions, and was the largest single emitter of GHG attributed to transportation sources, with more than 31% of total emissions resulting from transportation. By contrast, China had the highest total GHG emissions in 2019, but its transportation sector emitted only slightly more than half of the transportation emissions by ton produced in the United States. The world map on page 49 indicates that there are entire continents that produce less GHG through transportation than does the United States.

(Please note that the "Other" category represents all nations that did not rank among the top ten emitters in 2019. The "All in Group" line in the table shows the total of values from the other entries in the table, and the percentage in transportation value is an average of the percentage values for the other entries.)

In addition to building a dialogue with the health care and healthy living providers and advocates regarding the transportation needs and impacts of the essentially universal needs for access to care and to resources for healthy living, MCRPC will also leverage the focus on healthy living to broaden our involvement with the Ecology Action Center.

Air Quality

In 2020, air quality was "good" 78% of the time in the B-N Metropolitan Planning Area. It was moderate 20.6% of the time, and unhealthy 0.8% of the time. (BN-MPA Air Quality Index 2020, page 27.)

McLean County's air quality sensors are located on the Illinois State University campus, in the parking lot located between the current John Green Food Service Building and the Carter Harris Physical Plant. The site is one-half block west of the intersection of Gregory and Main Streets. The Ecology Action Center is seeking the placement of additional sensors to better reflect the air quality of Bloomington -Normal, an effort fully supported by MCRPC.

More About Ground-Level Ozone

In 2015, under the mandate of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, setting a level of 0.070 parts per million, with the science-based expectation that reduction in ozone exposure would create health and safety benefits.

The stricter standard, wherein ozone levels over certain periods higher than 0.070 define non-compliance, created considerable concern among transportation providers and users. The transportation sector is a highly visible and distinct source of ozone release, in addition to other environmental and safety impacts.

Biodiversity

Why is biodiversity important for transportation sustainability? Evidence amassed over decades shows that roads, rails and vehicles can threaten the survival of some species. The Illinois Department of Natural Resources (IDNR) and affiliated agencies maintain an index of threatened and endangered species of plants and animals in each Illinois county.

The landscape and watercourses of McLean County provide habitat for a wide variety of animals and plants, and some of that habitat is located in the urban area of Bloomington and Normal. As of late in June 2022, in McLean County, IDNR has established protection for 16 species, which include herbs, trees, fish, mollusks, amphibians, insects, small mammals, and many birds. Eight species are listed as threatened, and the remaining eight are endangered. Some are terrestrial, others are aquatic, and each has specific needs that are disrupted by human infrastructure and proximity. If they are lucky, some of these plants and animals may never encounter an element of the transportation system. However, to the extent that the construction and use of elements of the transportation system can trigger species extinction and a reduction in the diversity of life in McLean County, in the end this loss affects everyone. The possibility of such impacts, including those from poor air quality as discussed above, make this a regional issue.

For major transportation projects, especially those located in areas not previously developed, there are procedures to investigate environmental impacts that may affect the inhabitants of the locations at issue.

SUSTAINABLE LAND-USE DECISION MAKING

Using a cooperative approach to both environmental and fiscal sustainability with respect to the road system in Bloomington - Normal, both the City and the Town adopted municipal comprehensive plans which established a new paradigm of infrastructure growth. Under this process, the first land development priority is the use of infill areas within municipalities already served by community resources such as water, sewer and stormwater management and utility access, but also by street and road infrastructure. The second priority tier for development includes areas not yet annexed, but immediately adjacent to

a municipality, and either already served by major services, or by a subset of such services. A third and lower priority tier consists of adjacent land not yet connected to or provided with city services.

The development tiers also restrict the sprawl-inducing practice of annexing non-contiguous land for development. This approach was founded in the realization that extending infrastructure and services beyond outlying areas requires municipal investment in advance of other development activity. Especially with respect to residential areas and assuming full implementation of development plans, the initial investment is unlikely to be recaptured through subsequent tax revenue generated by the development over time.

In addition to its contribution to sustainability, the compact and adjacent approach to development opens new transportation options to transportation system users. With less area to cover, and fewer undeveloped land to traverse, transportation systems can function more efficiently and provide a higher level of service to system users. This advantage is often discussed in the context of public transit. Currently in Bloomington-Normal there are areas within the Connect Transit service area that are difficult to incorporate into the current design of the transit system, and the plan goals and objectives include consideration of ways to mitigate the resulting impacts.

The benefits of a more compact approach to development extend to the transportation system as a whole, especially with respect to financial sustainability. This development strategy encourages local government and the private sector to concentrate their attention on quality rather than quantity, and supports the exploration of development which goes beyond the well-known practices in the area. As in the analysis done for the municipal comprehensive plans between 2013 and 2017, continuing openness to concepts such as compact development, complete streets and expanded public transit options to reach underserved areas can reduce the cost of the transportation system and retain the community's quality of life.

This is an area in which the interrelationship between land use and transportation decisions is critical to selecting objectives and managing implementation. The planning process, in

1

2

3

4

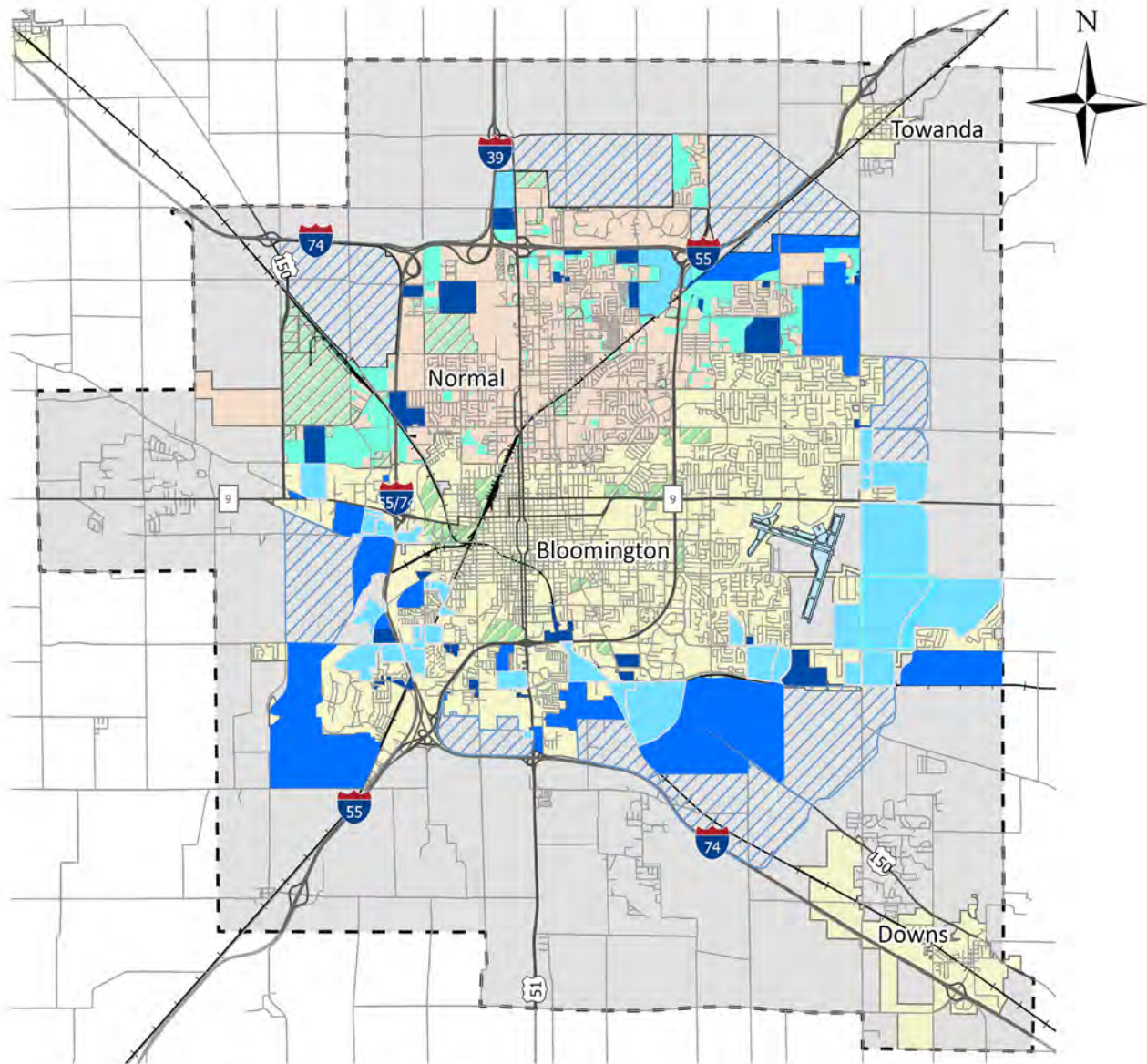
5

6

7

2020

Bloomington - Normal Growth Priorities



0 1.25 2.5 5 Miles

- Tier 1
 - Annexed - Vacant Parcels
 - Redevelopment Opportunities
 - Unincorporated Area With Existing Services
- Growth Tiers
 - Tier 2
 - Tier 3
 - Future
- MPA

Source: Town of Normal Comprehensive Plan 2040, prepared by MCRPC

pursuing these objectives, includes a responsibility to identify the possibility of unintended consequences, and to propose strategies to advance the objective without disrupting the functional relationship between land use decisions and the transportation system.

SUSTAINABLE PUBLIC TRANSIT

Since the LRMTTP 2045, Connect Transit has launched a substantial transition to electric transit vehicles not directly reliant on fossil fuels, an exciting development for the system and its riders. Currently, Connect Transit is expanding its fleet of electric fixed-route vehicles. Continuing along this path is a core contribution to transportation sustainability, and over the next five years MCRPC will assist the transit system in whatever way is possible to support and facilitate the transition. Similarly, MCRPC cooperates closely with rural public transit provider SHOW BUS, which serves the rural areas of McLean County, along with eight other counties that form the SHOW BUS service area. Objectives with respect to rural public transit focus on financial sustainability and relationships with urban providers. A core objective is the updating of the rural Region 6 Human Services Transportation Plan, in concert with the update of the urban HSTP.

Recently, Connect Transit has been engaged in a comprehensive process to upgrade transit stops, expected to be completed in 2023-2024. An ongoing assessment and adjustments to the fixed-route system has demonstrated flexibility in managing its primary service.

Connect Transit is also moving ahead on the development of a transit facility in Downtown Bloomington, to replace the on-street location currently functioning as a transfer center. This is the largest capital project for Connect Transit since the design and construction of the headquarters facility in west Normal. In addition to the improvement of the transit experience for riders, the Downtown transit center is expected to generate development activity in the Downtown Bloomington area.

For the local governments of Bloomington, Normal and McLean County, both the environmental and fiscal aspects of transportation management address sustainability. Some of the issues raised in the municipal and County budget processes, which

precede the annual update of the Transportation Improvement Program, resolve circumstances in which the cost of environmentally preferred project options is balanced with fiscal constraints.

Many of the Focus Groups raised issues of sustainability. In some cases, there was concern about sustainability of the infrastructure, and the increasing cost of system maintenance. Members of the Bike & Pedestrian Group noted issues created by the poor state of repair of some streets, as did the Commerce & Freight group members. Possible solutions to some issues were raised by the CAV & ITS group, with the bulk of short-term solutions expected to focus on the upgrading of intelligent transportation systems capabilities. Discussion with transit representatives also focused on maintenance of streets and sidewalks that connect riders to bus stops.

Actions Addressing Sustainability

- **Continue partnership** with Ecology Action Center regarding greenhouse gas/air quality measurements
- **Initiate** a process for development of a Congestion Management & Air Quality Plan for the MPO, utilizing the data developed with the Ecology Action Center, and consistent with updated federal air quality standards
- **Complete** the organization of the MCRPC Transportation Asset Management Consortium
- **MCRPC ongoing monitoring** of grant opportunities, government and institutional, suited to pending projects of local governments and MCRPC
- **Strengthen** the connection between local government budget determinations and the ongoing transportation system projects, particularly those relating to capital improvements.
- **Continue cooperation** with Connect Transit to support system operation, sustainability and increased ridership.
- **Continue cooperation** and assistance to SHOW BUS, and with Kankakee, Logan and Macon Counties.

Focus Area II: Resilience

The American Planning Association offers this definition of resilience in a planning context:

"Urban resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience. Like illnesses, there are chronic stresses — high unemployment, poor or overtaxed infrastructure, water shortages — that weaken cities. Acute shocks are the devastating occurrences that often get conversations about resilience going: earthquakes, floods, disease outbreaks, terrorist attacks¹⁴."

Resilience is a measure of how well a community can react to and recover from extreme events. The concept applies to both immediate emergency response, and the ability in the longer term to mitigate the damage caused to people and infrastructure.

For example, in Central Illinois disaster is often associated with severe weather. The region is known for occasional extreme weather events, ranging from heavy rain and flooding, heavy snowfall, extreme hot and cold temperatures, tornadoes, near-hurricane strength straight-line winds and large hail. Some of these conditions have prevailed here for geologic epochs, but some extreme events are increasingly viewed as a result of climate change. As climate systems become more chaotic and less predictable, weather forecasting is more difficult, possibly lessening the time between weather warnings and having that weather event arrive overhead. Despite new technologies for alerting the public about dangerous weather conditions, the occurrence of major storms will continue to catch people unawares.

In recent years, across the Midwest, extremely destructive tornadoes have done terrible damage to towns and rural residents. In November 2013 an E-F 4 tornado left a huge trail of destruction through Washington, Illinois. News reports recalling the storm noted that the tornado was on the ground for 48 minutes and across 46 miles, delivering the worst impact on Washington, where it destroyed 600 structures, injured hundreds, and killed as many as 8 people. It was particularly shocking to have this type of storm in mid-November, well outside of the usual tornado season.

Bloomington-Normal has been fortunate in that of the 112 tornadoes tracked in McLean County between 1950 and 2021, most were of low

intensity, did not cause deaths and produced only a few injuries. There was property and crop damage totaling more than \$20 million¹⁵ during that period.

Other crises can challenge communities unexpectedly. During earlier stages of the continuing COVID pandemic, local governments experienced considerable uncertainty regarding funding from federal, state and local sources, while at the same time facing constantly changing demands on local government resources. While COVID didn't destroy property or damage ordinary infrastructure, in its most intense periods it threatened to overwhelm hospitals and other health care resources. It became very clear that the standard approach to disaster management, as used following extreme weather, was not fit for purpose in an epidemic.

The Focus Groups were not as drawn to discussion of resilience as they were towards sustainability and equity. For members of the Health & Social Services group, there was concern about emergency management addressing the needs of people with disabilities or other challenges, as well as emergency access to transit vehicles. Group members encouraged greater transparency about the development and content of the County Emergency Management Plan and how it addresses assisting challenged populations in the event of emergency conditions arising.

Actions Addressing Resilience

- **Establishment** of a regional emergency response protocol for transportation infrastructure and resources, in cooperation with the McLean County EMA
- **Designate** an MCRPC staff person to maintain contact with EMA staff regarding County Disaster Plan, and guidance regarding emergency use of transit vehicles

Focus Area III: Equity

Equity has become a leading concept in transportation, and is widely cited and discussed in federal, state and local transportation planning. As is the case with sustainability, there is some confusion about what equity means in a planning context. In the simplest terms possible, transportation equity demands that the elements of the transportation system are designed and operated to be available to all, and provide

accommodations to all.

Equity can also refer to a longstanding principle of planning, that the process and its outcomes should be evenhanded and fair in its intentions and execution. The American Institute of Certified Planners (AICP) Code of Ethics¹⁶, speaks in aspirational terms about service to the public interest, and in more concrete terms of the ethical obligation to foster economic, social and racial equity.

The planning emphasis looks to community concerns regarding economic, educational and social opportunity. The focus areas of this plan also highlight continuing efforts to dismantle obsolete practices which excluded groups of people and individuals within the community from participation in the decision-making process of the local governments, agencies and other settings in which policy is developed and applied.

While the opportunity to participate in transportation decision-making is an end in itself, much of the equity emphasis remains on access to resources and services. More simply, does the transportation system provide every person in the Bloomington-Normal urbanized area with equal access to their preferred transportation option, at locations close to their homes and destinations?

In 2022, the answer is no. Thus, the purpose of the transportation plan regarding equity is to identify gaps in availability of service, barriers to mobility, and purported access that is too costly for people who need it to live their lives. In the LRMTTP 2045, the MPO participants' goal for "Mobility, Access and Choice" was "Improved mobility and accessibility for all is founded on a transportation system that offers choices among multiple modes of transportation and operates sustainably and reliably." Although there has been improvement in the last five years, there is still much to be done to make the transportation system equitable, in terms of cost, local availability, access to essential services and to all that is there to experience in the community.

Participants in the Health & Social Services expressed their commitment to advancing equity in transportation as in other social resources. Members of several groups raised questions as to how social and economic equity might be improved through transportation planning and policy;

comments included free access to the transit system, and expanded choices for people living in areas not well served by transportation options.

Actions Addressing Equity

- **Conduct analysis** of current transit access for residents of challenged and underserved neighborhoods, in cooperation with Connect Transit and SHOW BUS
- **Collect** detailed demographic data profile of residents of challenged or underserved neighborhoods for additional analysis and recommendations, within the framework of the Veterans Parkway Corridor Study
- **Analyze** access to study corridor for residents of challenged or underserved neighborhoods, and for persons employed in the corridor, within the framework of the Veterans Parkway Corridor Study
- **Update** the Public Participation Plan to define methods and practices to offer better access to the planning process and seek out the opinions and preferences of challenged and underserved persons.
- **Update** the Title VI Plan to reflect policies and guidance regarding equity considerations

Focus Area IV: Economic Support

The essential contribution of transportation to the economic life of McLean County is demonstrated by the level of economic activity surrounding major transportation corridors, locations such as Uptown Station and CIRA, and transportation infrastructure.

A detailed examination of the transportation system as an economic driver will be included in the pending Veterans Parkway Corridor Plan, conducted through a federal RAISE grant, and including participation by the Illinois Department of Transportation, the Federal Highway Administration, local governments and Connect Transit. The data collection for the corridor study will include information on the use of Veterans Parkway by the many commercial entities it serves, and the customers and clients of those entities.

The Commerce & Freight Focus Group was very much interested in an analysis of the role played by the transportation system in the economic life and vitality of the community. Members of the group representing freight companies were also supported planning to assess freight access to the

1
2
3
4
5
6
7

community, particularly by truck services, improved wayfinding for freight delivery within Bloomington-Normal, and future facilities supporting freight traffic. Group members representing commercial entities are interested in more comprehensive data on the role of the transportation system in creating a supportive environment for commercial concerns.

Actions Addressing Economic Support

- **Restructuring** and expansion of the BNA data resources available on the MCRPC website, as a data source for economic development activity, including links to external sources with the

- economic development community
- **Creation and administration** of an MCRPC Freight Advisory Committee
- **Inviting** additional participants into the Transportation Advisory Committee, including: Entities in the social service and medical communities focused on transportation for their vulnerable clients (access to care, health in transportation)
- **Inclusion** of representatives for socially or economically disadvantaged population on the Transportation Advisory Committee
- **Restructuring** of the TAC and definitions of its goals, including expansion of participants to include private entities.

1

2

3

4

1 Public Transit, Health in Transportation, Pedestrian & Bicycle Concerns, Commerce & Freight and Connected and Autonomous Vehicles (CAV) & Intelligent Transportation Systems (ITS)

2 Details on the issues and discussions in the focus group meetings are found in Appendix 1

3 NHTSA, Distracted Driving, at <https://www.nhtsa.gov/risky-driving/distracted-driving>

4 Columbia had a 2020 population of 126,254, and is home to the University of Missouri, and two smaller private colleges; it is the county seat for Boone County, which had a 2020 population of 183,610

5 <https://www.como.gov/public-works/vision-zero/>, About Vision Zero

6 <https://www.comovisionzero.org/maps-data>

7 See the plan at <https://mcplan.org/file/922/Adopted%20GoSafe-Report.pdf> ; appendices are found at <https://mcplan.org/plans-and-studies/go-safe-mclean-county>

8 Due to COVID limitations on meetings, completion of the Go:Safe plan was delayed; several of the locations identified have been reconstructed to meet Complete Streets policies

9 See at <https://www.transportation.gov/NRSS>

10 See at <https://www.transportation.gov/NRSS/SafeSystem>; additional information at https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

11 Public Transit, Health in Transportation, Pedestrian & Bicycle Concerns, Commerce & Freight and Connected and Autonomous Vehicles (CAV) & Intelligent Transportation Systems (ITS)

12 <https://www.transportation.gov/briefing-room/newly-released-estimates-show-traffic-fatalities-reached-16-year-high-2021>

13 The 2020-2022 McLean County Community Health Improvement Plan was developed jointly by the McLean County Health Department, OSF HealthCare St. Joseph Medical Center, Carle BroMenn Medical Center and Chestnut Family Health Center. The same entities participated in the development of the 2022 Community Health Needs Assessment

14 Planning for Resilience, Meghan Stromberg, May 7, 2017 at <https://www.planning.org/blog/blogpost/9124762/>

15 National Weather Service at <https://www.weather.gov/ilx/mclean-tor>

16 AICP Code of Ethics at <https://www.planning.org/ethics/ethicscode/>

5

6

7



CHAPTER 5

Vision, Goals, Objectives, Strategies, & Tasks

McLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Five

Vision, Goals, Objectives, Strategies & Tasks

The statement of the vision for this plan is a condensed description of all the activities and programs defined in the objectives for Safety, Sustainability & Resilience, Equity and Economic Impact. An additional group of objectives, called Optimizing MPO Planning Operations, has been included. The objectives identified support modifications of MCRPC administrative issues and policies.

The Regional Vision for Transportation

Our regional transportation system supports mobility for all and provides equitable access to a Safe, Sustainable and Resilient transportation system.

The plan establishes a goal for each of the focus areas. The goals are statements of what impact the implementation of the plan will produce.

We begin with a discussion of the process of developing the objectives, strategies, tasks and performance measures, to support the goals for each focus area.

Understanding the Objectives, Strategies, Tasks & Performance Measures

The transportation-specific goals, objectives, strategies and tasks depend on the continuing cooperation between the participants in the MPO. In particular, the cooperation between and among Bloomington, Normal, McLean County and MCRPC sustains the work we undertake with this plan. The municipal comprehensive plans examine the role of transportation in our community as an engine of economic stability and growth, infrastructure management and social equity. The MLRTP objectives are framed to correlate with the objectives set forth in the municipal plans.

The performance measures cited rely on the availability of accurate and timely data. Thanks to the availability of public and other published

data online, useful information is more readily available from more sources, although sometimes at considerable cost. MCRPC has developed data dashboards to aggregate data from multiple sources. The information obtained is incorporated into databases available to the public through a dashboard-style online interface on the MCRPC website. Support and expansion of the dashboards is a specific objective in this plan.

The collection, analysis and verification of data supports data-driven decision-making, and a greater emphasis on quantifying system conditions and performance over time. This task is essential to making good choices regarding priorities and investing in a considered and cost-conscious way. There may be situations in which the type or reliability of available data may not be responsive to the goals defined, or amenable to the type of analysis required. Data sourcing, evaluation and management will be an ongoing core operation for the MCRPC transportation planning effort.

Strategies and supporting tasks for each of the subject areas discussed in Chapter 4 are considered within the categories defined below. Some strategies may apply to multiple objectives; such strategies are listed under the most closely related goal. The same scheme applies to tasks, which are the base level at which performance is evaluated.

Although the issues addressed for the each of the categories are important to our goals and mission, the Safety category is closely aligned with technical aspects of transportation planning. In the larger sphere of transportation as a social and economic force, the Equity category is the direct expression of our commitment to providing for the transportation and mobility needs of everyone, however they may be situated. For clarity, the objectives for resilience have been defined separately from sustainability.

The importance of measuring the outcomes of plan goals and strategies has become a central and essential element in transportation planning. In order for measurements to be useful, they must

1

2

3

4

5

6

7

be based on a set of criteria and be designed to advance the goals.

Performance measures must fall within the realm of the possible. This is supported by available data, partnerships appropriate to the work and leveraging projects in which the outcomes can be applied to multiple projects or purposes.

Defining Goals, Objectives, Strategies & Tasks

Goals

The desired results that at a high level. They are qualitative and long-term

Objectives

These are quantitative and specific measurable outcomes that help to achieve a goal

Strategies

A strategy is a plan of action for how to achieve long-term goals

Tasks

Tasks are specific, tangible actions that help to achieve a strategy

Performance Metrics

Metrics define the measurable indications of progress in reaching an objective

Targets

Targets establish performance levels for achieving the objective, both in actions (tasks) completed and in elapsed time

Evaluation Metrics

In defining goals and strategies, the five focus areas are the primary organizing tool, but the objectives, strategies and associated tasks are designed to target quantifiable data and apply it to support implementation of the plan and progress in reaching the goals. To evaluate the success of the implementation, strategies and tasks must be built around the core goal and substantively demonstrate progress towards its achievement.

The performance measures identified here are essential. The metrics collected and how, or if, they change over time, are the basis for assessing if and to what degree the actions we take have the intended effect. As a first step in this evaluation process where applicable, baseline data points will be compiled for each of the metrics, and the targets finalized with the technical committee monitoring the plan implementation. At the end of each plan year MCRPC will compile and publish a report on the activities and results of that year, including quantitative data comparisons where possible.

Performance measures are defined in terms of the data needed to support quantitative and qualitative analysis or comparison. Some types of information are difficult to obtain, due to protection of personal privacy or proprietary information. Even public agencies are sometimes reluctant to release relevant information within their control for use by others. However, as data of many kinds and origins can now be access online, We must also consider the reliability of the data, based on identified sources.

Although the goals, strategies and tasks are organized according to the subject areas discussed above, many of the underlying performance measures provide evidence regarding multiple strategies or actions.

Our approach defines evaluation as a process for assessing the effectiveness of the plan's impact, using performance measures applied to each strategy. Measuring outcomes determines if specific strategies have led to the desired objectives, such as a targeted level of quality or service or scope of operation. The impact of particular actions may also be evaluated individually as well as by broader assessment of system elements.

Strategies and tasks not set in stone. The current strategies and tasks set the stage for the work and progress anticipated over the next five years. As strategies come to fruition, they will be updated by amendment to move the relevant goals forward, and will be matched with updated performance measures to continue evaluating progress toward the goals.

Performance measures are categorized as either

activity or outcome based. Activity-based metrics reflect ongoing tracking of system characteristics, which provide continuing evaluation of transportation system performance. Generally, these consist of information to be collected on a regular basis, or of data obtained and included in the data dashboard project.

Outcome-based performance measures are generally applied to discrete projects or efforts with a defined end point in time or in achievement of specific results. In some cases, this category has been expanded to include ongoing tasks that should be evaluated periodically to determine if the task is producing the expected results or outcomes, or if the task should be revised, replaced, or removed.

Understanding the Estimates

It is important to review the revenue and cost estimates in the context of limitations on our present knowledge and ability to predict future events and conditions. Within that framework:

- Estimates are approximations based on prior experience, tempered with a consensus regarding likely but not inevitable future circumstances;
- The revenue and cost calculations are based on an expectation of 3% annual increases, which may result from general inflation, materials and labor cost changes, and as yet unidentified economic shifts and community growth;
- Growth expectations for the urban area and County are built upon the municipal comprehensive plans and analysis of new demographic information, which predict slow population growth and virtually no growth in the urbanized or incorporated area over the next ten years and beyond;
- The competing forces of the COVID pandemic, current economic instability and rising employment in Bloomington-Normal offer a complicated picture from very few long-term conclusions can be drawn;
- The growth profile defined in the municipal plans is expected to limit new transportation facility construction and emphasize transportation system preservation;
- The project scenario outlined in Chapter 6 is

not preferred, but rather that which seems most credible given the current state of knowledge, and;

- The most critical element to a workable planned future for transportation is confidence in a sustainable and predictable choice of resources from all sources.

The Goal for SAFETY

Our transportation system will be safe for all users, while providing the resources they need.

Objective 1 – Create and launch a cooperative updating process for the regional Intelligent Transportation System (ITS) database

Type – Ongoing

Strategy 1– Develop proposal for multi-agency access for updating and analysis

Task – Determine participant agencies and designated staff

Task - Develop workflow for agency access to database

Task – Develop cooperative quality control process

Strategy 2 – Execute an agreement among the participating agencies

Task – Identify participant primary staff/position with access

Task – Define conditions and responsibilities of participation

Strategy 3 – Launch

Task – Conduct staff training as needed

Task – Conduct test of process with all designated staff; revise as needed

Task- Evaluate process at three months and six months following launch

Performance metric – Execution of strategies

Performance metric- Satisfactory process status at six-month intervals

Target – Completion of first and second strategies within 18 months

Target – Completion of third strategy within 24 months from MLRTP adoption

Objective 2 – Collect data and stakeholder comments regarding safety issues with freight traffic in the MPA

Type – Ongoing

Strategy 1 – Create a sub-dashboard for freight statistics and information on the MCRPC website

Task – Determine scope of data to include, based on reliability of access

Task – Consult with stakeholders to establish conduit for comments to MCRPC

Task – Consult with local staff to establish freight information sharing process

Performance metric – Completion of tasks & active dashboard

Target – Complete strategy 1 within 12 months from MLRTP 2050 adoption

Objective 3 – Combine guidance from FHWA Focus on Reducing Rural Roadway Departures (FoRRRwD) program and related McLean County Local Road Safety Plan (LRSP) into a transportation safety planning guide for rural areas of McLean County, using the McLean County Go:Safe Action Plan format.

Type - Outcome

Strategy 1 – Report to the Technical Committee and Freight Advisory Committee regarding correlations between programs and plans

Task – Prepare report on FoRRRwD as applied to McLean County

Task – In consultation with the Technical Committee and County Highway Department, prepare report on LRSP recommendations regarding rural roadway departures

Strategy 2 – In consultation with the County Highway Department, determine additional content for planning guide

Task – Develop content outline and research best practices for additional content

Task – Create a preliminary draft of guide for County Highway and Technical Committee review, based on Go:Safe Action Plan structure, for Technical Committee review

Task – Prepare final version of rural planning guide based on Technical Committee review

Task – Make completed and approved rural planning guide available through MCRPC website and planning partners

Performance metric – Completed Rural Transportation Safety Planning Guide

Target – Completion within 36 months of MLRTP 2050 adoption

Objective 4 – Consolidate U.S. DOT/IDOT guidance regarding applications for programs and funding, combined as an agency resource for future opportunities, updated as needed

Type - Outcome

Strategy 1 – Collect guidance for grant and other transportation funding opportunities

Strategy 2 – Compile guide document

Task – On an ongoing basis, MCRPC staff will update available program guidance, and associated regulatory or statutory information.

Task – Periodically distribute updated guide to local governments

Performance metric – Completion of grant guide reference

Target - Complete Strategy 2 within 18 months of MLRTP 2050 adoption

Objective 5 – Develop a reference of data regarding transportation performance during the period of restrictions due to COVID, to understand the impacts and determine revised baseline activity across modes.

Type - Outcome

Strategy 1 – Collect performance information from state and local sources

Task - Determine date boundaries

Task – Create summary of state restriction orders and changes by date

Strategy 2 – Prepare report on COVID-19 transportation consequences in McLean County and urbanized area

Task – Document all data sources within the report

Strategy 3 – Distribute and post final report

Performance metric – Posted report

Target – Report completion within 18 months of MLRTP 2050 adoption

Objective 6 – Employ transportation system components as needed for the safest possible multimodal use; to improve safety for all users and maintaining a transportation network usable by everyone.

Type - Ongoing

Strategy 1 - Transit provider evaluation and improvement of safety, where needed:

Task – Assess vehicles, including access features of paratransit buses

Task – Examine interface between transit operations and pedestrians/bicycle users

Strategy 2 – develop recommendations to improve and maintain pedestrian/bicycle facilities

Task – Review Connect routes and facilities to primary destinations identified by riders

Task – With local staff, consider bicycle lane installation as indicated in community bicycle/pedestrian plans and subsequent recommendations

Task - Prioritize bicycle lane-to-trail connections to provide safe passage between these facility types

Task – Prioritize pedestrian security at crossings

(mid-cross islands, etc.), on parallel routes
Task – Develop an overview report on improvement of sidewalks to increase comply with ADA requirements, and to increase walkability, as indicated in sidewalk plans and as identified by user travel patterns

Task – Consider street configuration to better accommodate pedestrians and bicyclists, as indicated by user information and bicycle/ pedestrian plans

Performance metrics – Reports on transit and street area of concern

Target – Review transit concerns, consider mitigation, develop report within 18 months of MLRTP 2050 adoption

Objective 7 – Augment or expand safety training programs for bicycles and auto users

Type - Ongoing

Strategy 1 – Propose to Intergovernmental Committee that MCRPC collaborate with local governments, agencies and interest groups

Task - Coordinate bicycle programs for children with schools, parks departments and bicycle advocates

Task - Determine public interest in such programs

Task - Coordinate with bicycle advocacy groups regarding training for members and the public regarding bicycle rules of the road

Task - Inventory pedestrian training for children, such as the Walking School Bus

Task - Promote educational programs for adults, i.e. seniors who still wish to drive

Task - Create dashboard/website resource to inform stakeholders and the public regarding educational programs

Performance metric – Report regarding program proposals and Intergovernmental decisions

Target – Complete Strategy 1 within 12 months of MLRTP 2050 adoption

Objective 8 – Adaptation of the Go:Safe Action Plan consistent with FHWA criteria for a complete zero death action plan including additional data collection and analysis

Type - Outcome

Strategy 1 - Seek funding through Safe Streets & Roads For Everyone (SS4A); should MCRPC not be awarded a SS4A grant, investigate alternative funding

Task - Authorize the Transportation Technical Committee to oversee and conduct the ongoing implementation

Strategy 2 - In collaboration with MPO partners

and consultants if used, develop an enhanced Vision Zero Action Plan; coordinate data with Veterans Parkway Corridor Study where possible

Task - Form a standing Go:Safe Advisory Committee through MCRPC

Strategy 3 - Conduct a transparent planning process and provide ample opportunity for community comment and participation

Task - Implement special outreach to residents/ users of areas with crash history, including Downtown Bloomington, the ISU campus and Veterans' Parkway

Task - Emphasize equity in the process, through outreach to underserved neighborhoods and communities, and document participation

Task - Collect, publish and inform the public regarding the revision and implementation process

Task - Conduct additional community engagement not possible under pandemic limits in force during the development of the Go:Safe Action Plan

Task - Complete plan revision and obtain approval from participating governments

Performance metric –

Target - Launch of first plan enhancement project within 12 months of MLRTP 2050 adoption; adoption of enhanced and FHWA-compliant plan within 30 months of MLRTP 2050 adoption

The Goal for SUSTAINABILITY

Our transportation system will exemplify all aspects of sustainability, including environmental impacts, equality of opportunity, and economic viability.

Objective 1 – Promote public transit, walking and bicycling to school and work

Type - Ongoing

Strategy 1- Coordinate between school districts, PTOs, health departments, law enforcement and advocacy groups to promote the use of Safe Routes to School, Walking School Bus programs, and school district walking routes for students residing near their schools

Task - Identify participant and school district staff to recruit for the coordination effort

Task - Research requirements for working with schools and identify barriers to coordination.

Task - Create a work group with the Transportation Advisory Committee to include supportive TAC members and recruited external participants

Strategy 2 - Coordinate with institutions and large employers to promote existing transit, pedestrian and bicycle commuting options

Task - Recruit Parks staff as participating subject matter experts

Task - Collaborate with bicycle, pedestrian and transit advocates to identify strategies for effective promotion by target participants

Strategy 3 - Locate incentives for public agency cooperation and public-private partnerships to support expanded programs sustaining and improving transit, bicycle and pedestrian commuting options

Task - Research funding and incentive sources; prepare a report on available options.

Performance metric - Documented completion of strategies; restructuring of the Transportation Advisory Committee

Target - Within 24 months of MLRTP 2050 adoption

Objective 2 - Develop a transportation section for potential technology plan.

Type - Outcome

Strategy 1 - Research technologies for potential use in the transportation systems:

Task - Public transportation systems, in concert with the Connect Transit Short-Range Transportation Plan update

Task - Consult with public rural and non-profit agency transportation system providers

Task - Explore technology to address service gaps

Task - Private sector transportation elements

Task - Determine the scope of work required for the transportation element of the plan, including feasibility analysis

Performance metric - Completion of draft document for inclusion in a future technology plan

Target - 6 months from the initiation of the technology plan process

Objective 3 - Improve and expand public transit service using innovative technologies and engineering strategies

Type - Ongoing

Strategy 1 - Explore and adopt paratransit (Connect Mobility) vehicle and dispatching technologies that improve safety and mobility for riders and added responsiveness in reservations and completed Mobility trips, including paratransit vehicles which:

Task - Are safe and reliable accessibility designs, such as low-floor ramp-equipped access for assistive devices and wheelchairs

Task - Are equipped to transport increasing weight

levels safely, including safe use with powered and oversized assistive devices

Task - Use clean energy and materials to improve safety for mobility riders with environmentally-based medical concerns

Strategy 2 - Support the transition of rural public transit to equipment and policies which improve safety and utility to riders and efficiency in operations and costs; this may include:

Task - Vehicles using clean energy and materials as appropriate for rural service conditions

Task - Safe and reliable vehicle design optimized for accessibility and appropriate for use in rural areas and for greater distances, and for all riders

Performance metric - Ongoing acquisition of electric transit vehicles inventory

Target - At least two vehicles acquired each year

Objective 4 - Improve public understanding of innovative approaches to transportation, and the effects of using emerging technologies

Type - Ongoing

Strategy 1 - Through continuing public outreach, explain how innovative transportation methods benefit the community, and evaluate effectiveness of this process through polling, surveys and further public outreach efforts.

Task - Conduct outreach as opportunities and events arise

Strategy 2 - Inform regarding innovative transportation approaches under local consideration through social media platforms, as well as through ongoing engagement with traditional media outlets

Task - Use available social media and press contacts to continue public education

Performance metric - Maintain archive of media outreach

Target - Conduct at least 5 media or social media contacts per quarter

Objective 5 - Monitor feasibility of anticipated technologies for transportation systems

Type - Ongoing

Strategy 1 - Monitor technologies either already implemented or expected to enter the regional market in the near term:

Task - High-speed passenger rail @ 115mph

Task - Alternative Fuel vehicles (Hydrogen, Fuel Cell, CNG, Liquid Nitrogen, Solar)

Task - Autonomous Vehicles approved for use without passengers

Task - Autonomous (Driverless) Vehicles approved for use with passengers (e.g. transit)

1

2

3

4

5

6

7

Task - Automated Guideway Transit or Trolley

Task - Others as they enter the market

Strategy 2 - Monitor technologies in use elsewhere (include international examples) or currently in development, including but not limited to:

Task - Very-high-speed conventional passenger rail @ 200+mph (as in Europe and China)

Task - Drones for cargo

Task - Others as development or implementation elsewhere is announced

Strategy 3 - Follow emerging technologies that may not reach fruition until beyond the plan horizon, or which in the plan's first five years may still be unsupported by a functioning enterprise and untested as feasible, including but not limited to:

Task - Personal Air Vehicle, including eVTOL

Task - Drones for personal/passenger transport

Task - Supersonic Passenger Jet

Task - Sub-orbital commercial passenger flight

Task - Others as they are announced or subjected to study under Federal rules.

Performance metric - Monitoring of data and analysis acquired

Target - Identify technologies entering regional market

Objective 6 - Emphasize health benefits of options such as transit, bicycle and pedestrian facilities

Type - Ongoing

Strategy 1 - Demonstrate community benefits for transportation sustainability

Task - Publicize data regarding the anticipated advantages to public health outcomes

Task - Include information regarding health advantages in public appearances, presentations, interviews and other activities

Performance metric - Record of public events

Target - Aim for one public information opportunity per month

Objective 7 - Continue Improvements to the Travel Demand Model data and related applications

Type - Outcome

Strategy 1 - Continue to update Cube model data

Task - Account for transit operations and connectivity in model data

Task - Implement freight modeling as reflected in freight study

Strategy - Solicit stakeholder feedback regarding the TDM capabilities needed

Performance metric - Periodic updating of TDM

Target - Update check every six months or as needed; acquire supplemental software as needed and as it becomes available

Objective 8 - Improve and expand public transit service using innovative technologies and engineering strategies to maximize safety

Type - Ongoing

Strategy 1 - Support Implementation of emerging technologies to improve fixed-route transit fuel efficiency and reduce maintenance costs

Strategy 2 - Explore and adopt paratransit (Connect Mobility) vehicle and dispatching technologies that improve safety and mobility for riders and added responsiveness in reservations and completed Mobility trips, including paratransit vehicles which:

Task - Use safe and reliable accessibility designs, such as low-floor ramp-equipped access for assistive devices and wheelchairs

Task - Are equipped to transport increasing weight levels safely, including safe use with powered and oversized assistive devices

Task - Use clean energy and materials to improve safety for mobility riders with environmentally-based medical concerns

Strategy 3 - Support the transition of rural public transit to equipment and policies which improve safety and utility to riders and efficiency in operations and costs; this may include:

Task - Vehicles using clean energy and materials as appropriate for rural service conditions

Task - Safe and reliable vehicle design optimized for accessibility and appropriate for use in rural areas and for greater distances, and for all riders

Strategy 4 - Assist in implementation of shared, coordinated services between rural and urban public transit providers to enhance service availability and frequency for all riders

Performance metric - Acquisition of suggested vehicles; increasing use of clean energy

Target - Transit conversion to clean energy vehicles

Objective 9 - Create and sustain a stable operating and fiscal environment for public transit service to optimize rider access and mobility

Type - Ongoing

Strategy 1 - Support reliable and sustainable funding sources to facilitate planning and programming urban and rural public transit service, including:

Task - Specialized services for mobility-challenged riders through health-related grants

Task - Service to "gray area" (in urbanized area but not within incorporated city and town) riders coordinated between rural and urban public transit

Task - Use of public-private partnerships to establish long-term funding stability

Task - Through institutional and corporate clients, part of their overhead i.e. worker shuttles

Task - With large-scale users, through use of contracted universal ridership programs to offset costs

Performance metric – Implementation of service and funding

Target – Completion of strategies consistent with transit agencies’ programs; within 48 months of MLRTP 2050 adoption

Objective 10 – Investigate environmentally beneficial materials and techniques for use in the transportation system

Type - Ongoing

Strategy 1 - Explore the use of permeable pavement materials on streets or off-street facilities including use of existing materials.

Strategy 2 - Evaluate paving material and other aspects of the transportation system as contributors to urban heat island effect, and document findings

Strategy 3 - Determine priority criteria for environmentally sensitive projects or materials tests

Strategy 4 - Seek out sustainable materials for use in transportation infrastructure, and evaluate them for possible continuing maintenance and building.

Task – For all strategies, consult with the Ecology Action Center for supporting information

Performance metric – Prepare biannual summary report of findings for the Technical Committee; sponsor media contacts regarding feasible technologies

Target - Two reports to the Technical Committee in each state fiscal year.

Objective 11 – Assess and, where feasible, correct air quality impacts from the transportation system on adjacent land uses

Type - Ongoing

Strategy 1 - Work with partners Ecology Action Center [EAC], Connect Transit, Illinois State University, Heartland Community College, Illinois Wesleyan University and non-profit transportation providers to quantify impacts

Task – Develop data sharing and retrieval process to maintain current information and trends

Task – Update air quality dashboard on a quarterly basis for the first year

Strategy 2 - Encourage phasing out of public agency use of vehicles and fuel types that have particularly harmful effects; phase in more efficient vehicles with fewer greenhouse gas and criteria air

pollutant emissions.

Strategy 3 - Use distributed air quality measurement devices at selected locations to monitor motor vehicle volume, emissions to identify air quality “hot spots”.

Task - Investigate placement of EPA air quality monitoring equipment AQS_SITE_ID 17-113-2003 at ISU Harris Physical Plant location on Gregory Ave., Normal (in consultation with EAC)

Task - Capture data from AQS site at ISU and incorporate into transportation data dashboard

Performance metric – Updated dashboard, monitor location and status of sensors

Target – Update dashboard when data is available; monitor issues with sensor location during ISU construction on Gregory Avenue

Objective 12 – Monitor greenhouse gas emissions (CO₂, CH₄, N₂O, Fluorinated gases) and maintain records of emissions sourced to transportation, in cooperation with the Ecology Action Center, including Include EAC greenhouse gas data from their report in records

Type - Ongoing

Strategy 1 - Develop and distribute a public information campaign regarding greenhouse emissions in the region and their impacts on the community

Strategy 2 - Correlate the campaign content to annual emissions in the region and CMAQ requirements, to avoid non-attainment status

Performance metric – dashboard and other archives of ozone data; archives of other findings

Target – Ozone levels under the federal maximum over the life of the plan

Objective 13 – Monitor exposure and/or proximity to transportation-related contaminants designated in the National Ambient Air Quality Standards, in cooperation with the Ecology Action Center

Type - Ongoing

Strategy 1 – Monitor the following from the nearest available sensor, identifying location:

Task - Criteria pollutants/emissions, (carbon monoxide, nitrogen dioxide, ozone, sulfur dioxide, lead)

Task - Particulates, PM₁₀ and PM_{2.5}

Task - Reaction products

Task - Volatile organic compounds (VOCs)

Strategy 2 – When data is updated, map impacts, including impacts on challenged neighborhoods

Task – Prepare an annual report on air quality status, including attainment analysis

Task – Where indicated, investigate tactics for

reduction of emissions moving towards non-attainment

Performance metric – Updated records of pollutant presence and air quality requirements

Target – Create tracking procedure for consistent records, issue annual report

Objective 14 – Locate, build and maintain transportation infrastructure with attention to environmental impact

Type - Outcome

Strategy 1 - Inventory environmentally damaging impacts which require management beyond the requirements of local, State or Federal regulatory standards

Strategy 2- Consider mitigation if feasible.

Performance metric – Levels and sources of damage measured; study of feasibility of mitigation

Target – Produce annual report of findings and projects initiated

Objective 15 – Investigate environmentally beneficial materials and techniques for use in the transportation system

Type - Ongoing

Strategy 1 - Research the use of permeable pavement materials on streets or off-street facilities including use of existing materials.

Task - Evaluate paving material and other aspects of the transportation system as contributors to urban heat island effect, and document findings

Task - Determine priority criteria for environmentally sensitive projects or materials tests

Task - Seek out sustainable materials for use in transportation infrastructure, and evaluate them for possible continuing maintenance and building.

Performance metric – Annual record of materials researched, with details of environmental sustainability

Target – Inventory of research; Implementation of projects using environmentally sustainable materials, including replacement of existing facilities

Objective 1 – Research and report on climate resiliency in McLean County

Type – Ongoing

Strategy 1 – In consultation with the Ecology Action Center and its partner organizations, aggregate data and forecasts regarding climate change impacts or trends

Task- Compile relevant information on an ongoing basis; make the archive available to local staff as warranted

Task – Include compiled information in the update of the County Comprehensive Plan, and apply to a projection of McLean County status over the period of the plan

Task – On a continuing basis, consult with Illinois State Climatologist office (Illinois State Water Survey at UIUC), IDNR, IEPA and the federal EPA regarding climate forecasts for Central Illinois

Task – Identify and consult with non-governmental experts for validation of federal- and state-sourced data

Task – Based on collected data, publish an annual edition of the MCRPC VISIONS newsletter regarding climate change forecasts and trends for Central Illinois and McLean County

Performance metric – Archive collected and up-to-date climate data; consultations with climate change experts; number of consultations conducted

Target – Annual edition of VISIONS newsletter reporting on updated forecasts and projected regional impact

Objective 2 – Establish a new function for the Intergovernmental Staff Committee, for periodic discussion with the McLean County Emergency Management Agency regarding emergency preparedness in McLean County, Bloomington and Normal.

Type - Outcome

Strategy 1- Consult with MCEMA staff to establish interest, or if they wish to recommend another forum that would be appropriate for the discussion.

Strategy 2 - Request participation from members of the Intergovernmental Committee (ISC) in partnership discussions with MCEMA staff

Task - Determine state policy, if any, regarding cooperation between municipalities and the County EMAs.

Strategy 3 - Request participation by transportation-focused agencies in discussions with MCEMA to:

Task – Establish baseline data regarding emergency

1
2
3
4
5
6
7

The Goal for RESILIENCE

Our transportation system and infrastructure adapt to long-term impacts of climate change, and in the short term respond effectively to immediate emergency conditions.

incidents and response

Task - If required, request assistance of the McLean County State’s Attorney’s Office, Civil Division, regarding cooperation between MCEMA and stakeholders through the Intergovernmental Staff Committee (ISC) process.

Task - Discuss response in emergency conditions from local government and agencies with transportation assets

Performance metric - Addition of emergency management staff to the Intergovernmental Staff Committee; continuing participation by EMA staff or designee in ISC

Target - Regular MCEMA participation in the ISC

Objective 3 - Request that MCEMA staff provide guidance to local planning staff regarding emergency response discussed in area.

Type - Ongoing

Strategy 1 - Align MCRPC planning efforts and documents with EMA status and emergency response policies.

Task - Review MCEMA operational procedures and policies

Task- Aid participating entities in developing complementary policies and procedures as appropriate

Strategy 2 - As part of MCRPCs public education mandate, include MCEMA staff in development of plans

Task - Incorporate emergency management data in local and regional planning projects

Performance metric - Planning participation by EMA staff

Target - Transportation plans incorporating emergency management information and policies

Objective 4 - Compile and compare emergency preparedness of local government and agencies, including any written policies or procedures in the event of a serious incident or conditions

Type - Outcome

Strategy 1 - Collect and review available documentation regarding emergency management

Task 1 - Prepare a comparison document highlighting substantive divergences between procedures and policies

Task 2 - Develop a combined document for use by MCRPC in planning projects

Performance metric - Documentation of review, combined document completed

Target - Complete Task 1 within 18 months from adoption of the MLRTP 2050.

The Goal for EQUITY

Our communities and County have transportation for all, no matter who they are or where they are going.

Objective 1 - Design a transportation project selection methodology and criteria which support neighborhood redevelopment and economic revitalization in underserved areas

Type - Outcome

Strategy 1 - Using data from Census 2020 and the American Community Survey, identify, list and map underserved areas

Task - Formulate a definition of underserved areas that parallels the FHWA areas of persistent poverty

Task - Determine where in the urban area and the county concentrations of underserved residents are located

Task - Consult with Federal Highway Administration and Federal Transit Administration staff to ensure that methodology complies with civil rights requirements

Strategy 2 - Involve underserved residents in analysis of transportation needs and solutions

Strategy 3 - Use the methodology in concert with other guidance to incorporate underserved areas into the planning process and products

Task - Set a schedule for updating the priority methodology and criteria

Performance metric - Document outreach efforts to underserved areas and residents; document consistency with Title VI and related Federal requirements; revised process for selection of priority projects

Target - Revised project selection tool available for the FY 2024 transportation improvement plan adoption

Objective 2 - Incorporate Complete Streets principles into planning and implementing plans in underserved neighborhoods and communities

Type - Outcome

Strategy 1 - Through the Transportation Technical and Policy Committees, formulate and adopt a regional definition for Complete Streets, including criteria through which project proposals may be evaluated; incorporate this definition into the project selection matrix.

Task - Prepare a comparison document for the

1

2

3

4

5

6

7

Task - Review findings from the Complete Streets element and others as relevant from the USDOT Safer People, Safer Streets Mayors' Challenge

Task - Refer to the March 2016 FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures in developing additional criteria as needed

Task - Apply relevant findings to the project selection matrix

Task - Incorporate considerations for transit, pedestrian and bicycle projects

Strategy 2 - Where Complete Streets provisions are implemented, incorporate pedestrian, bicycle and transit accommodations to enhance bicycle connectivity and safety

Task - Incorporate transit metrics into analysis and implementation according to criteria established in plans and ordinances

Task - In concert with local jurisdictions, conduct mobility and connectivity analysis regarding impacts of Complete Streets implementation according to criteria established in plans and ordinances

Performance metric - Completion of Complete Streets comparison; complete integration of Complete Street criteria into project priority selection matrix

Target - Complete draft revised priority selection matrix for test use in development of FY 2024 Transportation Improvement Program

Objective 3 - Proactively include people protected under local, State and Federal civil rights and disability rights laws in all transportation planning, outreach and implementation.

Strategy 1 - Continue planning and implementing public and public-private human services transportation for populations protected under Title VI of the Civil Rights Act and related laws, including:

- Ethnic/Racial minorities
- People with disabilities
- Seniors
- Communities/individuals with limited English proficiencies
- Low income households or families

Strategy 2 - Emphasize Title VI in public transit service accessibility as decisions are made regarding fixed route, micromobility service, paratransit and non-emergency medical transport services

Task - Request the input of people protected under civil rights laws, and advocacy groups which represent their interests, early in the decision-

making process.

Task - Create partnerships with advocacy organizations to provide a path for continued discussion and outreach

Strategy 3 - Support access to active transportation for areas with greater than average populations of people protected under Title VI of the Civil Rights Act and related laws

Task - Extend pedestrian/bicycle facilities into underserved areas, including:

- Trails
- On-street bicycle lanes
- Sidewalks

Task - Create active transportation links to neighborhood gathering places such as schools, parks, community centers, libraries and commercial cores.

Task - Extend bicycle-sharing programs into underserved neighborhoods.

Performance metric - Continuing improvement of access to transportation for people in underserved areas.

Target - Incorporate both strategies into the FY 2024 Unified Work Program.

Objective 4 - Reinforce that all elements of the transportation system, and all promotional or educational efforts regarding its safety and health aspects, are available to all persons.

Type - Ongoing

Strategy 1 - Using social service, public health and community networks, accessible materials and resources regarding health and safety issues will be available:

Task - For people with disabilities, in the format or delivery system they require, or with direct assistance where possible

Task - For people with limited English proficiency, in translation either directly through local governments, agencies and MCRPC, or with the assistance of community or neighborhood organizations able to provide translation

Task - For seniors, in a format or delivery system they prefer, or distributed through residential and care facilities where they reside

Task - For people in isolated or disconnected neighborhoods, through direct contact or contact through neighborhood, social service and faith organizations, including organizations serving minority groups or low-income households and families

Performance metric - Available and accessible resources, including in-person communications with appropriate accommodations; agreed joint

1

2

3

4

5

6

7

program to pursue the objective

Target – Formation of a multi-disciplinary group, or extension of an existing group, to carry out the strategy, within 24 months of the adoption of MLRTP 2050

Objective 5 - Solicit the participation of people representing disadvantaged groups or areas in the design of transportation programs and opportunities, relating to:

- The safety and security of the transportation system
- The health benefits or impacts of transportation modes and services
- Training to use the public transit system, including mobility services

Strategy 1 – Incorporate the items in the objective into the ongoing agenda of the MCRPC Transportation Advisory Committee

Performance metric – Inclusion in all agendas for the Transportation Advisory Committee

Target - Immediately upon adoption of the MLRTP 2050

Objective 6 - Monitor and measure environmental impact levels on or from transportation sources to permit analysis of disparate impacts on disadvantaged residents or neighborhoods

Type – Ongoing

Strategy 1 – In consultation with service providers, agencies and local government, initiate a study of aspects of environmental impacts in underserved areas

Task – Determine scope of study, and define impacts and underserved areas

Task – incorporate data into transportation dashboard

Task – Advise transportation providers regarding disparate impacts

Performance metric – Study definition and execution

Target – Completion of environmental impact study within 30 months of the adoption of MLRTP 2050

Objective 7 - Use funding and fiscal management practices to support equity and ensure the equitable investment in environmental management across the community

Strategy 1 – Using recent and current Transportation Improvement Program data and project locations to evaluate levels of investment

Task – Report on equity analysis results to Regional Planning Commission and local governments

Task – Highlight any anomalous findings in analysis

Task – Initiate discussion among providers to consider mitigation of disparate impacts

Performance metric – Completion of analysis; communication of results to governments and providers; formation of working group

Target – Completion of report within 18 months from the adoption of the MLRTP 2050.

The Goal for ECONOMIC IMPACT

The transportation system efficiently serves economic interests with safe, effective options and modes of travel.

Objective 1 - Establish a component of the regional transportation project prioritization process for selection and evaluation of projects that impact freight or other commercial traffic

Type – Outcome

Strategy 1 – Incorporate the relevant categories of transportation into the MCRPC project prioritization process

Task – Coordinate with MPO participants to add these elements to the prioritization process

Task – Consult with freight and commercial stakeholders regarding their priorities

Task – Use federal funds, with IDOT and MPO participant approval

Performance metric – Adoption of project prioritization selection matrix and process to include freight and commercial considerations

Target – Ratify revised priority selection for use in the local FY 2024 budget schedules

Objective 2 - Promote the development of transportation infrastructure to support intermodal freight facilities and appropriate access for large and fully loaded vehicles.

Type – Outcome

Strategy – Encourage the development of freight services in appropriate locations, and in concert with the local governments

Task – Include in discussion and decision about freight as a category in prioritization

Task – Research methods to avoid electronic routing of freight vehicles through areas not equipped to handle intensive traffic

Performance metric – Freight services available at a level that adequately supports freight traffic

Target – Freight and commercial services and technologies to keep freight traffic on appropriate

roads

Objective 3 - Support a Freight System Preservation initiative

Type - Outcome

Strategy 1 - Identifying specific locations in need of modification or maintenance that are critical to the movement of freight.

Task - Seek input from freight stakeholders

Task - In the priority project selection process, include criteria which include freight traffic

Task - Identify corridors that are most heavily used by in the Metropolitan Planning Area

Task - Identify freight corridors in the rural portion of McLean County, for consideration by the County Highway Department

Performance metric - Completion of priority status of freight corridors

Target - Process for applying priority determinations to identified freight corridors, completion of initial freight priority analysis no more that 24 months from the adoption of MLRTP 2050

Objective 4 - Identify primary freight corridors in the urbanized area, as recommended in the 2018 freight study report, for inclusion in the project prioritization framework.

Type - Outcome

Strategy 1- Inventory, report the number of posted (restricted) roadway miles on classified system:

Task - Within the urban area

Task - Truck routes within incorporated areas

Task - Designate freight corridors, and provide a process for revisions to designations as warranted

Strategy 2- Document pavement condition in designated corridors and include as a criterion for project selection matrix

Task - For local governments, create a communications tools to allow easy public reporting of pavement issues

Task - In selection criteria development, define system performance evaluation conducted and acceptable performance levels

Performance metric - Freight traffic prioritization analysis; designation of corridors; reduction of freight traffic in non-commercial or industrial areas

Target - Process for priority of freight traffic established no more than 24 months from the adoption of MLRTP 3250

Objective 5 - In support of the pending Veterans Parkway Corridor Study, initiate data collection and

analysis regarding economic activity in the corridor as a percentage of similar activity throughout Bloomington-Normal.

Type - Outcome

Strategy 1 - Collect and analyze relevant data for the Veterans Parkway corridor and all of Bloomington - Normal

Task - Request data support from the Economic Development Council

Task - Analyze the relationship between economic activity and land use or zoning

Performance metric - Completion of analysis as described

Target - Completion of strategy no more than 18 months from the adoption of the MLRTP 2050.

The Goal for OPTIMIZED MPO PRACTICES & OPERATIONS

The MCRPC engages the public, educates regarding transportation planning, adheres to program standards, and plans for the future Bloomington-Normal and McLean County.

Objective 1 - Develop standardized guidance for MCRPC advisory committees

Type - Outcome

Strategy 1 - Define the missions of the advisory committees and their relationship with MCRPC

Task - Review documentation of the creation of the advisory committees

Task - Develop a policy for advisory committees to the Commission

Task - Request consideration by the Commission for amendment into the MCRPC bylaws

Performance metric -

Target - Completion of the revised guidance no more than 12 months from the adoption of the MLRTP 2050

Objective 2 - Redesign the Transportation Improvement Program planning process and annual document

Type - Outcome

Strategy 2- Use a refinement of the Transportation Improvement Program to create a complete and accessible report of transportation system projects and costs in Bloomington, Normal and McLean County

1

2

3

4

5

6

7

Task – Include the revised prioritization and selection process to emphasize safety-oriented projects

Task – Conduct increased outreach to impacted communities and the general public

Task – Use content gauged for a general audience, aimed at the public, and written with clarity and a minimum of jargon.

Objective 3 – Initiate a cooperative updating process for the regional Intelligent Transportation Architecture

Type – Ongoing

Strategy 1 – Develop consensus with MPO participants and IDOT that local staff need to access the ITS data and installation locations and types

Task – Develop a process for MPO member access to the ITS, including reporting functions.

Task – Define and agree to data updating responsibilities

Task – Determine what steps are needed to establish a collaborative process for the ITS.

Task – Take the necessary steps.

Performance metric – Creation of a collaborative process for the management of the ITS.

Target – MPO participant access completed no later than 18 months from the adoption of the MLRTP 2050.

1

2

3

4

5

6

7



CHAPTER 6

Local Government Anticipated Program of Projects

McLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Six

Local Government Anticipated Program of Projects

In each Metropolitan Long-Range Transportation Plan, MCRPC develops predictions for potential changes in the transportation system to the horizon year of the plan. This chapter considers the implications of future transportation infrastructure expenditures as calculated by the local governments. The approved FY 2023 – 2027 Transportation Improvement Program (TIP) gives us the first five years in detail, but it should be understood that even these near-term projects may be changed in scope, have funding altered, be moved into a different time period, or simply run into constraints arising from the fund management activities at the IDOT District level.

The Transportation Improvement Program projects share a core characteristic – to be included in the TIP, projects must have committed funding sufficient to complete the project. Such projects are described as being “fiscally constrained.” This requirement, combined with expectations regarding project length, prevents funding from being taken out of circulation – projects must move forward to retain the needed funding. The project costs must be calculated to their expected amount in the year in which they are programmed to take place, known as the year of expenditure.

Although the TIP requires that certain criteria be met to use federal and state transportation funding, it is the basic tool providing access to the array of funding opportunities for the transportation system.

Understanding the Estimates

It is important to review the revenue and cost estimates in the context of limitations on our present knowledge and ability to predict future events and conditions. Within that framework:

- Estimates are approximations based on prior experience, tempered with a consensus regarding likely but not inevitable future circumstances;
- Revenue and cost calculations in plan years 28 through 50 are based on an expectation of 3% annual inflation in calculating the year-of-expenditure cost, which may result from materials and labor cost changes, as yet unidentified economic shifts and community growth;
- Growth expectations for the urban area

and County are built upon the municipal comprehensive plans, which predict slowed population growth and very limited or no appreciable growth in the urbanized or incorporated area over the next ten years and moving toward mid-century;

- The arrivals of Rivian Automotive, LLC and Ferrero USA, Inc. have triggered development activity. Connect Transit has worked with Rivian in establishing a new bus route to serve the Rivian complex in west Normal, and connect it to Downtown Bloomington and Uptown Normal.

However, the impact of these new companies, while significant in the short term, is not expected to produce long-term growth at the rate of the last two years;

- The growth profile defined in the municipal plans emphasizes transportation system preservation and lessened need for new transportation facility construction.
- To further support analysis of population change and its impact over the next thirty years, MCRPC launched a new population growth analysis for the MLRTP, conducted by Professor Andrew Greenlee, Associate Professor of Urban and Regional Planning at the University of Illinois at Urbana-Champaign. A summary of Dr. Greenlee’s findings and analysis is presented in Chapter 3, and his full report is included in Appendix 6. (See Chapter 3)
- The long-range transportation scenario consisting of the listed projects in Appendix 8 is not a preferred program of projects, but rather an inventory of projects which seem most plausible given the level of transportation technology;
- The most critical element to a workable planned future for transportation is confidence in a sustainable, predictable, and congruent choice of funding support from all sources.

The First Five Years

In the Transportation Improvement Program, costs and funding allocations are organized by the source of funding. Any given project planned by any of the MPO participants may include funding from the local, state and federal sources. For the MLRTP, the focus shifts to the aggregated expenditures of each of the participants as a

share of the overall program cost. Here the emphasis is on the total project costs for each of the local government participants, reflecting each entity's reflection of the regional priorities, and its internal program for transportation system sustainability. For the purposes of this discussion in the long-range context, the Illinois Department of Transportation District 5 elements of the Transportation Improvement Program are not considered. While the IDOT projects are significant, especially with respect to the federal funding they bring into our transportation program, they are also outside of any comments or decision-making efforts available to the MPO or its local participants.

The distribution pattern of funding is not a static element. Year to year, the percentage of costs across the MPO participants, reflecting the shifting availability of funding sources. As shown on page 79, there are continuing shifts between local and federal funding sources as the primary contributor to the aggregated funding for each TIP. It is notable that on average, the local governments provide more than 50 percent of the transportation system investment made within the TIP period.

For the purposes of this chapter, the focus shifts to the funding applied to projects advanced by the local governments. The chart below at left illustrates the allocation of funds organized by the local participants in the transportation planning process, irrespective of the source of the funding for the projects proposed. The pie chart on the following page shifts the focus to funding sources rather than local-government projects.

	Total Program Cost	Local Share	State Share	Federal Share
2023	\$3,822,900	\$15,000	\$1,131,900	\$2,676,000
2024	\$2,150,000	\$750,000	\$0	\$1,400,000
2025	\$4,750,000	\$1,150,000	\$0	\$3,600,000
2026	\$2,250,000	\$450,000	\$0	\$1,800,000
2027	\$5,700,000	\$1,140,000	\$0	\$4,560,000
TIP Totals	\$18,672,900	\$3,505,000	\$1,131,900	\$14,036,000

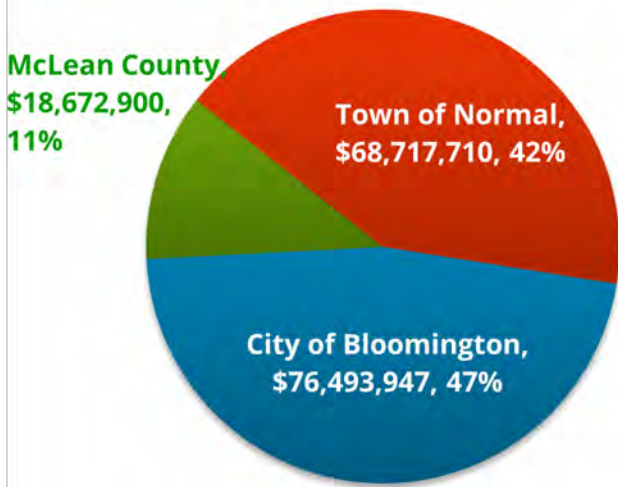
	Total Program Cost	Local Share	State Share	Federal Share
2023	\$39,053,947	\$25,866,447	\$6,994,108	\$6,193,392
2024	\$8,060,000	\$8,060,000	\$0	\$0
2025	\$12,760,000	\$12,760,000	\$0	\$0
2026	\$8,060,000	\$8,060,000	\$0	\$0
2027	\$8,560,000	\$8,560,000	\$0	\$0
TIP Totals	\$76,493,947	\$63,306,447	\$6,994,108	\$6,193,392

	Total Program Cost	Local Share	State Share	Federal Share
2023	\$44,103,225	\$13,902,041	\$7,091,000	\$23,110,184
2024	\$7,378,550	\$7,078,550	\$300,000	\$0
2025	\$7,790,235	\$6,230,235	\$1,560,000	\$0
2026	\$5,999,700	\$5,999,700	\$0	\$0
2027	\$3,446,000	\$3,446,000	\$0	\$0
TIP Totals	\$68,717,710	\$36,656,526	\$8,951,000	\$23,110,184

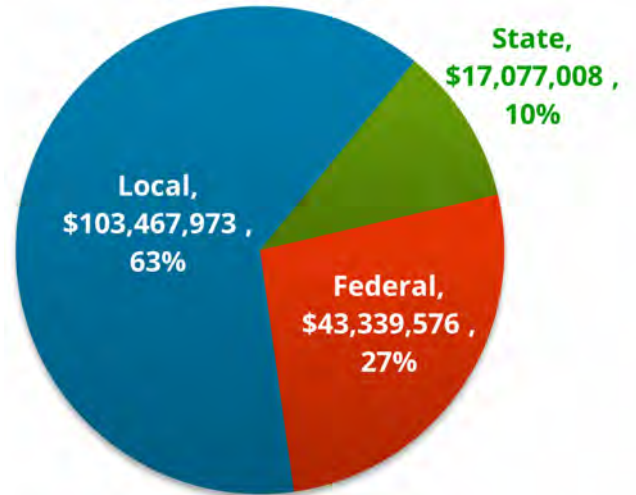
Historical Shares of Program Funding by Source



Local Government Project Costs
TIP FY 2023-2027
Total \$163,884,557



Local Government Fund Share by
Source TIP FY 2023-2027
Total \$163,884,557



The tables on page 77 summarize the annual project costs illustrated in the “Local Government Project Costs” above, for each of the three local governments. As noted above, for the MLRTP the analysis relates to the activity of the MPO participants in programming near-term projects. Both Bloomington and Normal display a typical pattern, in which the first of the five years detailed shows the largest level of expenditures. Generally, data for projects in the first or second year of the program is the most reliable, being closest in time to the work taking place. As the program moves further into the time period, project components, costs and the timing of funding availability may change. With each annual update of the TIP, the projects previously identified may shift in time, be redefined and reprioritized as a result of updated information and funding.

McLean County’s cost allocation in a TIP has a different pattern than the two municipalities. Two factors influence this pattern. First, the County is eligible to access funding for rural transportation that is not available for projects within the MPO.

Second, portions of the metropolitan planning area are outside of municipal jurisdiction, and thus are within the County’s remit, meaning that urban area funding may be used. The dual eligibility allows the County to apply local and other funds in a more distributed pattern, as the County’s needs dictate.

The LRMTTP 2045 (2017) reported the East Side Highway Phase 1 Engineering Study had been completed and the Environmental Assessment report submitted to the Federal Highway Administration for review. In 2021, Federal approval was given to a Finding of No Significant Impact. To date, no further action on the project has been announced by the Illinois Department of Transportation.

Charts on the following page illustrate the year-by-year distribution of costs among the local jurisdictions by percentage of the total of their aggregated project costs. IDOT project costs are not included, as noted above.

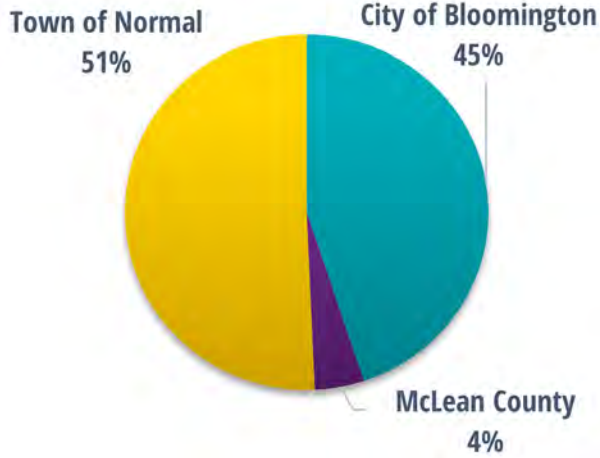
Potential Project Estimates, FY 2028 through 2050

Following are the inventories of projects from 2028 through 2050, picking up from the final year of the current TIP, and in chronological order. As recommended by Federal Highway Administration staff, each of the local governments has adopted the 3% annual inflation rate/cost change rate for the year-of-execution costs for each project.

1
2
3
4
5
6
7

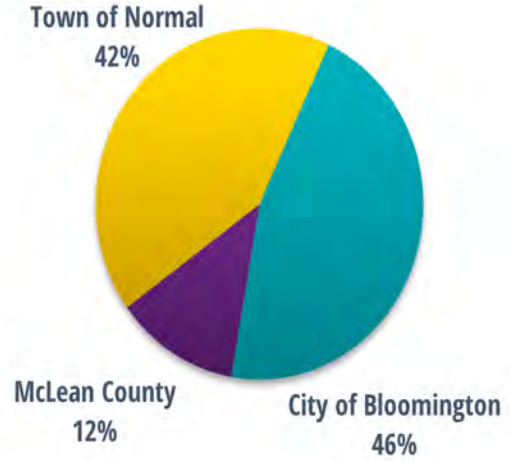
Share of Annual Costs

2023



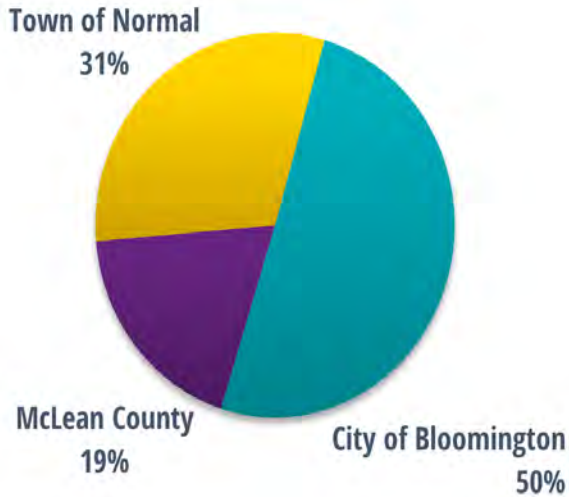
Share of Annual Costs

2024



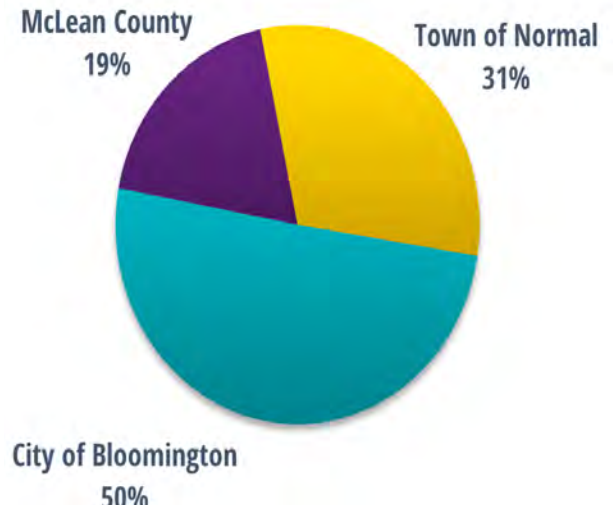
Share of Annual Costs

2025



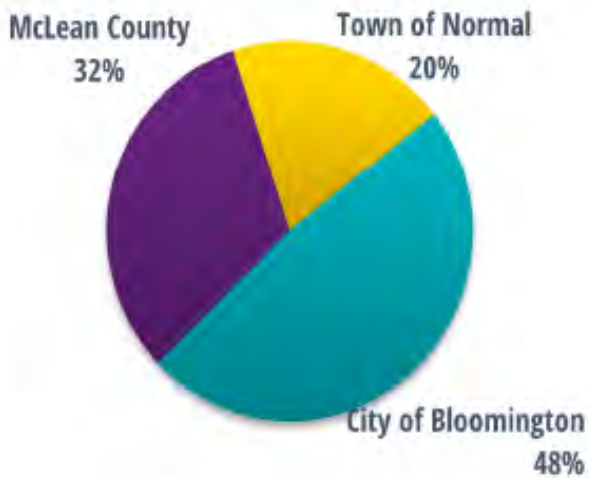
Share of Annual Costs

2026



Share of Annual Costs

2027



1

2

3

4

5

6

7

TIP_NUM	DESCRIPTION	FROM	TO	YEAR	COST_EST
B-03-09	Hamilton Rd	Bunn St	Commerce Pkwy	2023	\$4,318,400
B-03-09	Rhodes Ln	Hamilton Rd	Cul-de-sac	2023	\$3,292,000
B-12-02	Fox Creek Rd rebuild	Danbury Dr	Railroad Bridge over UPRR	2024	\$2,611,200
B-12-03	Fox Creek Rd Bridge widening	Railroad Bridge over UPRR		2024	\$3,192,000
	J C Parkway	Market St	Wylie Dr	2025	\$2,945,600
B-09-07	Woodrig Rd rebuild	Breezewood Blvd	Main St	2030	\$12,536,000
B-09-03	Euclid Ave realignment	Washington St		2032	\$5,137,200
	Washington St rebuild	Euclid Ave	Darrah St	2032	\$7,070,400
	Wylie Dr Extension	Market St	Washington St	2033	\$3,540,800
	Abraham Rd Relocate	Hamilton Rd	Morrissey Dr	2035	\$13,732,800
	Hamilton Rd Extension	Abraham Rd	Brookridge Apartments	2035	\$1,934,400
	Streid Dr Relocate	Ireland Grove Rd	Hamilton Rd	2035	\$2,011,200
	Bloomington Heights Rd	Wylie Dr	Washington St	2038	\$3,589,200
B-09-06	Greenwood Ave rebuild	Heidloff Rd	Lutz Rd	2041	\$1,954,800
B-11-01	Ireland Grove Rd rebuild	Towanda Barnes Rd	Kickapoo Creek Rd	2043	\$10,697,600
B-11-02	Ireland Grove Rd Bridge widening	Kickapoo Creek crossing		2043	\$14,481,600
	Alexander Rd rebuild	Oakland Ave	Six Points Rd	2046	\$5,656,800
	Washington St rebuild	Bloomington Heights Rd	Wylie Dr	2046	\$3,942,400
B-09-01	Rivian Mtwy	Market St	Washington St	2048	\$4,091,200
B-08-03	Fort Jesse Rd rebuild	Towanda Barnes Rd	Kaisner Dr	2050	\$4,011,200
					\$110,746,800

City of Bloomington

Bloomington has projected the following projects on the following page; not every year in the plan horizon is represented. This inventory is presented with projects scheduled during the scope of the current Transportation Improvement Program, due to variations from projects listed in the TIP; this may reflect revisions to the TIP not submitted as amendments at this time. Bloomington's inventory does not differentiate between sources of funding. The total amount, averaged across the 28 years of the plan horizon, results in an estimated annualized cost of approximately \$3.5 million per year.

<u>Location</u>	<u>Description</u>
Various	Improvements of various city streets
City wide	Sidewalk and Ramp Improvements
Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations
Bridge Repair & Maintenance	Maintenance and Improvements at various structures

2028	\$4,600,000	2040	\$6,558,500
2029	\$4,738,000	2041	\$6,755,255
2030	\$4,880,140	2042	\$6,957,913
2031	\$5,026,544	2043	\$7,166,650
2032	\$5,177,341	2044	\$7,381,650
2033	\$5,332,661	2045	\$7,603,099
2034	\$5,492,641	2046	\$7,831,192
2035	\$5,657,420	2047	\$8,066,128
2036	\$5,827,142	2048	\$8,308,112
2037	\$6,001,957	2049	\$8,557,355
2038	\$6,182,015	2050	\$8,814,076
2039	\$6,367,476	Total	\$149,283,265

Town of Normal

Normal's estimated expenditures rely on funding from the Town's resources, not identifying contributions from state or federal sources. Funds are derived from Normal Capital Improvement and Normal Motor Fuel Tax funds. Activities covered take place across the Town and provide the improvements described below. Please see Appendix 8 for further details regarding the breakdown of costs between Town funds.

Year	Project Location	Termini		Description	Total Project Cost	Funding Source			Fund Detail
		Beginning (or cross street)	End			Local	State	Federal	
2028 - 2050	Various Yearly Road Resurfacing - Rural			Resurfacing	\$3,000,000	\$1,500,000	\$0	\$1,500,000	STR
total over 23 years					\$69,000,000	\$34,500,000	\$0	\$34,500,000	STR
2029	Towanda-Barnes Road	Route 150	Ireland Grove Road	Resurfacing	\$3,500,000	\$2,000,000	\$0	\$1,500,000	STU
2030	Towanda-Barnes Road	Ireland Grove Rd	Route 9	Resurfacing	\$3,000,000	\$1,500,000	\$0	\$1,500,000	MFT
2030	Shirley Road	I-55 Overpass	Route 51	Reconstruction	\$4,000,000	\$4,000,000	\$0	\$0	(MFT)
2031	Towanda-Barnes Road	Route 9	Fort Jesse	Resurfacing	\$3,000,000	\$1,500,000	\$0	\$1,500,000	MFT
2032	Towanda-Barnes Road	Fort Jesse	Towanda	Resurfacing	\$2,500,000	\$1,250,000	\$0	\$1,250,000	STU
2035	Mansfield Road	Piatt County Line	Route 136	Reconstruction	\$4,000,000	\$3,500,000	\$0	\$500,000	MFT
2040	Old Colonial Road	Capodice Road	Route 150	Reconstruction	\$5,000,000	\$4,500,000	\$0	\$500,000	MFT
2045	Thomas Craft Road	Route 150	Lexington-Leroy Rd	Reconstruction	\$10,000,000	\$6,750,000	\$0	\$3,250,000	STR
2050	Ireland Grove Road	Holder Rd (CH 25)	Lexington-Leroy Rd	Reconstruction	\$5,000,000	\$4,000,000	\$0	\$1,000,000	MFT

Totals: \$109,000,000 \$63,500,000 \$0 \$45,500,000

Federal Fund Sources

MFT – Motor Fuel Tax

STR – Surface Transportation Rural

STU – Surface Transportation Rural

McLean County

The County Highway Department inventory includes an estimated cost of annual resurfacing projects across the rural sections of the County.

Applied across the post-TIP period of 2028-2050, this represents an annual expenditure of \$3 million. This annual project, added to projects at specific locations spaced across the term of the plan, results in a total expenditure of \$109 million. More than 63% of the total expenditures derive from the annual resurfacing project. Federal funds account for nearly 43% of the estimated total expenditures.



CHAPTER 7

Implementation & Performance Evaluation

McLEAN COUNTY REGIONAL PLANNING COMMISSION | October 2022

Page intentionally left blank

Chapter Seven

Implementation & Performance Evaluation

Once a plan is adopted, implementation begins, with actions taken pursuant to the plan, and evaluation of the results achieved. The implementation process also requires an ongoing assessment of when elements of the plan should go forward, based on timeliness, cost, available resources and the work schedule of the responsible parties.

Implementation Framework

Objectives presented in Chapter 5 are grouped by the focus area to which they are most relevant. Ideally, objectives are addressed in the order that most efficiently reaches the goal supported by each objective. The order is not absolute, and may shift as priorities and resources change in response to new information or conditions. The ordering of the objectives is considered using the project outcomes as determined by applying the performance measures defined for the objective. Most objectives anticipate cooperative action by the participants in the MPO. The plan includes objectives which refine how MCRPC functions, and whose tasks include codifying the process for amending the MLRTP, revisiting priority decisions and adding or removing tasks to refine the objective in light of new information.

Some goals have a number of supporting objectives, such as the goal for sustainability. Others have fewer objectives defined. An objective may be modified if applying the strategies and tasks does not produce evidence that the objective is being met, using the performance measures. Objectives may be reconsidered or redefined through the plan amendment process, conducted by the Transportation Technical and Policy Committees. New objectives that arise from work toward the goals may also be incorporated into the plan as they take on greater significance.

The Future of Transportation Funding

In past metropolitan transportation plans, MCRPC has used varying estimates of the cost of implementing a plan with a horizon year approximately 25 years in the future. Since the 1990s, there has been a framework for federal

transportation funding which supported this approach, wherein a series of formula funds¹ provided the core of the federal contributions, and competitive grants opportunities provided for certain specialized transportation projects.

For the 2045 transportation plan, completed in 2017, we used contrasting groups of underlying assumptions, about likely community growth and economic trends, to provide a set of scenarios with differences in outcomes and costs. However, certain assumptions were applied to all the alternatives: Bloomington-Normal would continue to have a strong economy; growth in both population and land area within the two municipalities would continue at a higher rate than across the State and in Central Illinois; and dominant economic sectors, such as agriculture, insurance, education and medicine would continue to provide a solid foundation for the urban area.

Those days are behind us, as reflected in the population data in Chapter 3. As noted in Chapter 5, given the volatility of economic conditions and recovery in the wake of the pandemic, the fluctuations in federal transportation support between administrations and the anticipated long-term slowing of population growth in McLean County, underlying assumptions once well supported by data and the community history are no longer reliable.

Renewing the Transportation System with the Metropolitan Long-Range Plan

The stability of the federal transportation funding system has diminished, as events have combined to reduce connections between programs and agencies, and to stray from scheduled access to program funding. The instability in federal and state transportation programming has been escalating through recent reauthorization cycles². Given shifts in local priorities, we should be prepared to assess our assumptions about the funding process will operate after 2027, along with changing conditions in the community.

Currently there are positive developments in federal support for transportation planning and implementation. Over the last two years,

and particularly following the enactment of the Infrastructure Investment and Jobs Act³ (IIJA), there have been a number of new federal initiatives and programs introduced. Under the IIJA, infrastructure can be of any type or purpose, and is not limited to transportation. However, the scope of the reauthorization law is sufficient to provide substantial support to transportation projects over the five years during which project funding will be allocated. Completion of projects emerging from the allocations may be active for some years beyond the IIJA reauthorization.

Between recent changes in community views on transportation investment and the acknowledgement that the transportation system requires serious investment in safety, sustainability and equity, an inclusive approach to implementation widens the range of participation and outcomes. Traditionally, action taken in support of transportation plan objectives has been dominated by governmental entities and planning agencies. Although those organizations have important capabilities and authority with respect to the transportation system, there are complementary resources available from social service and advocacy non-profit organizations, the universities and private sector commercial and industrial concerns reliant upon the transportation system or with special expertise in specific aspects

of the system's operation and management.

Representatives of many such entities participated in the focus group discussions conducted in the opening phase of the plan development. (See Appendix 1.) To reach the objectives presented in the plan, ongoing participation of these stakeholders, through direct action in pursuit the goals and contributions to the tasks assigned, can make the difference between goals achieved and those which resist completion. The goals and objectives listed in Chapter 5 provide guidance as to opportunities to engage our community partners in bringing to fruition the plan they helped create.

Assessing the Planning Process

As noted above, the MLRTP is also a tool to analyze the effectiveness of the MCRPC transportation planning process. As the evaluation process is applied to the objectives addressing the focus areas, the plan is a touchstone for the role of the MPO in reaching objectives.

1

2

3

4

5

6

7

1 For many years, some key federal transportation funding, such as the Surface Transportation Program, was allocated by population size. Some of those programs were scheduled to be converted to a competitive grant process

2 The process for reauthorization of the successive highway/transportation funding legislation was enacted in 1998, with the Transportation Equity Act for the 21st Century (TEA-21), which established a 6-year funding schedule. Under this process, but with some variation in the schedule, federal funding investment for surface transportation began with TEA-21, and continued through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, the Fixing America's Surface Transportation (FAST) Act in 2015, and the current Infrastructure Investment and Jobs Act (IIJA) enacted in November 2021

3 The IIJA is often referred to as the Bipartisan Infrastructure Law (BIL)

BLOOMINGTON-NORMAL MLRTP 2050

Appendix One | Public Outreach and Engagement

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Table of Contents

A. Community Survey - Public Outreach and Engagement	5
1. Community Survey Questionnaire in English	8
2. Community Survey Questionnaire in Spanish	23
3. Community Survey Questionnaire in French	39
4. Survey Outreach Flyers (Trilingual)	55
B. Draft Plan - Public Comment Outreach	64
1. Public Review Comment Sheet and Flyers (Trilingual)	65
2. Public Review Period - Newspaper Proof of Publication	69
3. Public Comments Received.....	70

Page intentionally left blank

A. Public Outreach and Engagement

Community Survey

Public outreach and engagement is a key element throughout an essential and effective planning process. This appendix section highlights the efforts and activities undertaken by the McLean County Regional Planning Commission (MCRPC) staff to inform the community about the formulation of the B-N Metropolitan Long-Range Transportation Plan (MLRTP) 2050 and ways they could provide feedback and input.

Pre-Survey Launch

McLean County Regional Planning Commission Website

A separate page on the McLean County Regional Planning Commission website (www.mcplan.org) was created to host the B-N Metropolitan Long-Range Transportation Plan 2050 project. At the time of the survey launch, the page consisted of an explanation of what a Metropolitan Long-Range Transportation Plan is and a link to the previous 2017 MLRTP, what McLean County's Metropolitan Planning Area is and a map of the planning boundaries, and detailed instructions on how to complete the survey. The instructions included a button notifying participants to 'click here' to complete the survey online, where to find

and return a paper copy of the survey if they wish to complete one in that manner, an introduction as to what the survey entails, what the B-N Metropolitan Long-Range Transportation Plan 2050 is for, and why the person should participate in the survey. The closing date of the survey was also published, as well as contact information for someone who has questions regarding the survey. This information and the survey was available in English, Spanish, and French due to the demographics of the area.

The link to the aforementioned information was found on the McLean County Regional Planning Commission Website's home page under the "Plans and Studies" tab, as a button in our 'Menu' tab, and as a rotating image on our home page

Survey

The McLean County Regional Planning Commission carefully crafted a public survey that inquired about community members' origins, destinations, current travel modes, and what they would like to see in regards to walking, cycling, taking the bus, taking the train, driving or flying out of the Central Illinois Regional Airport (CIRA). The survey, titled the B-N MLRTP 2050 Survey, was translated in



MCRPC Website - Community Survey

A1

A2

A3

A4

A5

A6

A7

A8

house into Spanish and French, and uploaded to JotForm, an online survey platform on March 25th, 2022. A copy of the survey for each of the three languages can be found in this Appendix on pgs. 9-55.

Flyers for Public Survey

Along with having a page on the MCRPC website promoting the B-N MLRTP 2050 Survey, MCRPC created digital and paper flyers encouraging community members to take the survey. The flyers were available in full-size sheets, half-size sheets, and tear-away QR code tabs in English, Spanish and French. Examples are shown in pgs 56-64.

Survey Launch

MCRPC officially launched the survey on our website and let the community know that the survey was available to them through July 5th. However, community members can still fill out the survey if they would like. Late comments, after the deadline may not be included in the B-N MLRTP 2050, but may be considered in future plans.

Press Release

MCRPC issued a press release on the B-N MLRTP 2050 Community Survey on March 28th, 2022.

Social Media

MCRPC created a shareable post on their Facebook page regarding the B-N MLRTP 2050 Survey. Information included the digital version of the survey flyers and a brief caption. The post was re-uploaded periodically to ensure that the post remained at the top of MCRPC's followers' feeds. An example is shown on the right.

Emails

MCRPC emailed to a contact list the link to the survey, digital versions of the flyers, and a brief explanation as to why the project and survey are important.

Posting of flyers

Recognizing that not everyone in the community has a Facebook or is connected to one of the partners in our emailing list, the MCRPC printed flyers in English, Spanish, and French, and posted them inside shops, restaurants, and cafes within the metropolitan planning area (MPA). The team targeted places frequented by community members, as well as places more frequented by minorities and those often underrepresented.

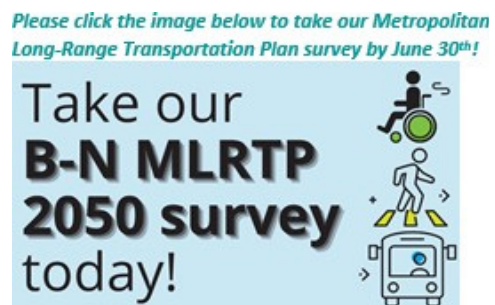


Public Libraries

MCRPC also partnered with the Bloomington Public Library and the Normal Public Library to have paper copies of the flyers and surveys available in English, Spanish, and French. Participants had the option to return the surveys to library staff, which would then give them to MCRPC staff when visiting the site. Alternatively, participants could mail back their completed survey to the McLean County Regional Planning Commission.

Signature Logo

MCRPC staff created and included in our email signature a block about the planning project and encouraged those who received our emails to participate in the survey. (See below).



Other Publicity Outlets

Aside from individual outreach efforts, various organizations also assisted with publicizing our survey to the masses. Such organizations include the West Bloomington Revitalization Project, McLean County, City of Bloomington, Town of Normal, Bloomington School District 87, Unit 5 School District, Illinois State University's Center for Civic Engagement, The League of Women's Voters, Dimmitt's Grove Neighborhood Association, the Boys and Girls Club, WGLT Radio, and WBMD, among many others.

In-person events

Aside from an online and paper flyer presence, the B-N MLRTP 2050 staff also participated in community events. The purpose was to spread the word about the ongoing planning project and the opportunity for the public to participate in the transportation community survey.

Family Day at Tipton Park (05/14/2022)

MCRPC had a table with flyers to our survey in English, Spanish, and French, paper copies of the survey in the three languages, a map where participants could annotate areas of the MPA transportation system they particularly liked or disliked, and bubbles to for kids to attract attention.

Chamber of Commerce Job Fair (05/24/2022)

MCRPC staff members handed out flyers in English, Spanish, and French to participants of the job fair, while explaining what the project entailed and the importance of the survey participation.

Downtown Bloomington Farmers' Market (06/11/2022)

MCRPC had a table set up with flyers on our survey in English, Spanish, and French; paper copies of the survey in the three languages; a map where participants could annotate areas of the MPA transportation system they particularly liked or disliked; and bubbles to attract young kids. This activity had interested members of the public write on a post-it notes their top transportation priorities and likes/dislikes by mode, and for them to discuss transportation issues with staff.

Focus Groups

There were five focus group meetings conducted during the MLRTP 2050 process, including Health and Social Services, Public Transit, Commerce and Freight, Pedestrian and Bicycle, and Connected and Autonomous Vehicles & Intelligent Transportation Systems. Invitees were to provide their thoughts and suggestions on various issues and insights within each category. Summaries of each focus group meeting can be found in Appendix Three.

The Focus Group participants were encouraged to both participate in the survey and spread the word to their networks.



Board with post-it notes with public comments at the Farmers' Market

Transportation Planning Survey

English



A1

Transportation Planning Survey

Complete by June 30th, 2022

Survey Instructions:

Thank you for taking part in our B-N Metropolitan Long-Range Transportation Plan 2050 (B-N MLRTP 2050) anonymous survey.

A2

If completing this survey online:

Please click through the survey questions using the “Next” button at the bottom of each page. Return to previous questions by clicking “Back”. At the end of the survey, hit the “Submit” button. Once submitted, your response cannot be changed.

A3

If you are completing a paper copy of this survey:

Please submit your survey to the drop boxes available at (1) Bloomington Public Library (205 E Olive St, Bloomington, IL 61701) or (2) Normal Public Library (206 W College Ave, Normal, IL 61761) or (3) by mailing your survey to:
McLean County Regional Planning Commission (MCRPC)
115 E. Washington Street M103,
Bloomington, IL 61701

A4

If you have any questions about completing this survey, please contact Katie McShane of MCRPC at kmcshane@mcplan.org or 309-434-6831.

A5

Introduction:

We at the McLean County Regional Planning Commission are developing the **B-N Metropolitan Long-Range Transportation Plan 2050**. This anonymous public survey is an essential part of our transportation planning process to keep our transportation system functional, sustainable and resilient. We need to hear from all sectors of the population who live, study, visit, or work in our community. Whether you typically walk, cycle, drive; take the bus, train, or plane; your priorities and ideas will help shape the future of our transportation system in Bloomington-Normal metro area in McLean County for decades to come.

A6

This survey takes about 15 to 20 minutes to complete. The survey is available at B-N Public Libraries and the project webpage (www.mcplan.org/BN-MLRTP2050) in English, Spanish, and French. Make sure your voice is heard, and please spread the word about this survey. Thank you!

A7

A8

1. Please tell us what street you live on and the nearest intersecting cross street. This is to help us understand traffic flow and congestion.

Home street

Nearest cross street

City

2. Please identify the nearest intersection to your primary destination when you leave home (ex. your workplace, school.)

Street of primary destination

Nearest cross street

City

Let's start with questions about your priorities for our transportation system.

Given our community's limited resources and mandate to serve all users of the transportation system, please tell us your priorities regarding the following issues:

3. How would you prioritize the following transportation issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
Improvements to transportation safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investing in new streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investing in existing street repair and maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investing in other transportation options, such as transit, biking and walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investing in making all transportation options more accessible to all users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A1

4. How would you prioritize the following **Connect Transit** issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
Lower fares	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved accessibility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Newer buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service outside the corporate limits of Bloomington and Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More fare options (ex. long-term passes, special fares)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus shelters	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanded transit routes in outlying neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Easy-to-find information on routes and fares	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Real-time electronic route information (ex. arrival times at bus stops)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

A4

5. How would you prioritize the following **Central Illinois Regional Airport (CIRA)** issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
Enhanced car rental services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More short-term parking at CIRA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More long-term parking at CIRA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanded amenities at CIRA (ex. restaurants, shops, waiting areas)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced Connect Transit service to and from CIRA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent flight options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional airlines serving CIRA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional direct service destinations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A5

A6

A7

A8

6. How would you prioritize the following **Amtrak** issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
Commuter rail service to other Central Illinois cities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service (more trains per day)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Very high-speed rail service (200+ mph)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved on-time performance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

7. How would you prioritize the following **cycling** issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
Bicycle sharing program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle parking requirements for private parking lots and structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Secure bicycle storage available to the public (bicycle lockers)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More designated automobile-bicycle shared lanes ("sharrows")	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More bicycle parking in parks and at public buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More designated bicycle routes in Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better enforcement of bicycle/pedestrian right-of-way laws	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Completion of the Route 66 Bicycle Trail across McLean County	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More designated on-street bicycle lanes in Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanded bicycle trails, such as Constitution Trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A4

A5

A6

A7

A8

8. How would you prioritize the following **walking/pedestrian** issues?

	Not a Priority	Low Priority	Medium Priority	High Priority
School walking program or walking school bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dedicated pedestrian-only trails to avoid conflicts with bicycles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better enforcement of pedestrian right of-way laws	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalk installation and improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanded trail system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community walking program or club	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Tell us about your experiences using our transportation system.

9. To what extent do you agree with the following?

The streets that you most often use are:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Not Sure
Well-maintained	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe for walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe for cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safe for driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Which of the following safety issues, if any, are a problem in your neighborhood?
(Mark all that apply)

- Not enough lighting
- Poorly maintained streets (ex. potholes, damaged pavement, broken curbs)
- No or limited sidewalks

- Traffic speed
- Too much traffic
- Not accessible for people with disabilities
- Other *(please specify)* _____

11. Which streets or intersections that you most often use in your neighborhood do you consider unsafe and why?

Street or intersection in your neighborhood

Reason street is unsafe

12. Do you or a member of your family ever use Connect Transit?

- Yes **(Go to Question 12A below)**
- No **(Skip to Question 13)**

12A. Which Connect Transit services have you used? *(Mark all that apply)*

- Connect Transit (fixed routes)
- Connect Mobility (paratransit)
- University/college universal access/Redbird Express

13. What would encourage you to use Connect Transit if you don't already, or to use it more often? *(Mark all that apply)*

- Easy-to-find information on routes and fares
- More frequent service
- Transit routes and stops near my home and usual destinations (work, school, etc.)
- Faster travel time/transfer time to my destination
- Improved accessibility for persons with disabilities and/or senior citizens
- More fare options (ex. long-term passes, special fares)
- Lower fares (when fares are being charged)
- Service outside the corporate limits of Bloomington and Normal
- Other *(please specify)* _____

14. Aside from Connect Transit, have you ever used other transportation services, either public or private (ex. services provided by social service agencies or institutions, SHOW BUS, corporate shuttles, or taxis or ride-sharing such as Uber or Lyft)?

- Yes **(Go to Questions 14A and 14B below)**
- No **(Skip to Question 15)**

14A. Which of the following transportation service providers have you used? (Mark all that apply)

- Church van or shuttle
- Faith in Action
- Hospital van or shuttle
- Social service agency transportation
- SHOW BUS
- Taxi or ride share (ex. Uber, Lyft)
- Intercity buses (ex. Greyhound, Trailways, Peoria Charter, Megabus)
- Other (please specify) _____

14B. What were your primary destinations when using those transportation services? (Mark all that apply)

- Work
- School
- Shopping or other daily errands
- Entertainment
- Medical services
- Adult day care or similar programs
- Other (please specify) _____

15. Have you ever flown in or out of the Central Illinois Regional Airport (CIRA)?

- Yes
- No

A1

16. Have you ever used other airports as a starting or ending point for your air travel?

- Yes **(Go to Question 16A below)**
- No **(Skip to Question 17)**

16A. Which other airports have you used as a starting or ending point? *(Mark all that apply)*

A2

- Champaign
- Chicago-Midway
- Chicago-O'Hare
- Decatur
- Indianapolis
- Peoria
- Springfield
- St. Louis
- Other *(please specify)* _____

A3

A4

17. Is there an air travel destination not currently served by CIRA for which you would like direct service to be available?

A5

- Yes **(Go to Question 17A below)**
- No **(Skip to Question 18)**

17A. For which air travel destination(s) would you like direct service to be made available from CIRA?

A6

City/Cities or Airport(s)

A7

18. Have you ever taken Amtrak to or from Bloomington-Normal (Uptown Station)?

- Yes **(Go to Questions 18A, 18 B and 18C below)**
- No **(Skip to Question 19)**

A8

A1

18A. How often do you take Amtrak?

- Less than once a month
- Once a month
- 2 - 5 times a month
- 6 - 15 times a month
- 16 times or more a month

A2

18B. How satisfied are you with Amtrak service and/or Uptown Station?

- Very satisfied
- Somewhat satisfied
- Somewhat unsatisfied
- Unsatisfied

A3

18C. If unsatisfied or somewhat unsatisfied, please briefly describe your concerns with Amtrak services or Uptown Station.

A4

A5

19. When high speed rail service (80mph or more) becomes more frequent/widely available, do you expect to use Amtrak more or less often than you currently do?

- Much more often
- Somewhat more often
- About the same
- Less often
- Expect to begin using Amtrak

A6

20. Do you ever ride a bicycle in Bloomington-Normal or McLean County?

- Yes (**Go to Question 20A, 20B and 20C below**)
- No (**Skip to Question 21**)

A7

A8

A1

20A. Why do you ride a bicycle?

- For recreation or exercise only
- For commuting or running errands only
- For both recreation and commuting

A2

20B. How often do you ride a bicycle?

- Less than once a month
- Once a month
- 2 - 5 times a month
- 6 - 15 times a month
- 16 times or more a month

A3

20C. Where do you routinely ride a bicycle? (Mark all that apply)

- Bicycle trails or paths
- Sidewalks
- Side streets
- Major streets
- Rural bike routes, such as Route 66
- Other (please specify) _____

A4

A5

21. What are the major obstacles to biking, if any? (Mark all that apply)

- Weather - winter conditions (ex. cold, snow/ice)
- Weather - summer conditions (ex. heat, summer storms)
- Not enough off-street bike trails
- Off-street trails not located near my home, work, or school
- Lack of designated bike lanes on streets
- Intersections that are difficult or dangerous to cross
- Speed of nearby motor vehicles
- Uncooperative or discourteous drivers of motor vehicles
- Street and road pavement conditions
- Street signs and pavement markings (or the absence of these things)
- Other (please specify) _____

A6

A7

A8

22. Do you walk or run in place of using other types of transportation?

- Yes **(Go to Question 22A, 22B and 22C below)**
- No **(Skip to Question 23)**

22A. Why do you walk or run?

- For recreation or exercise only
- For commuting or running errands only
- For both recreation and commuting

A2

22B. How often do you walk or run?

- Less than once a month
- Once a month
- 2 - 5 times a month
- 6 - 15 times a month
- 16 times or more a month

A3

A4

22C. Where do you routinely walk or run? *(Mark all that apply)*

- Indoors (such as at indoor sports facilities, malls, offices)
- Outdoors
- Both, depends on the weather

A5

23. What are the major obstacles, if any, to walking in the community? *(Mark all that apply)*

- Weather - winter conditions (ex. cold, snow/ice)
- Weather - summer conditions (ex. heat, summer storms)
- Intersections that are difficult or dangerous to cross
- Speed of nearby motor vehicles
- Uncooperative or discourteous drivers of motor vehicles
- Sidewalk conditions; missing or incomplete sidewalks
- Street and road pavement conditions
- Street signs and pavement markings (or the absence of these things)
- Other *(please specify)* _____

A6

A7

A8

24. After the COVID-19 pandemic passes, do you expect to do the following activities less often, about the same, or more often than you did during the height of the pandemic?

	Less often	About the same	More often	N/A
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride a bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive or ride in a car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride the bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Take Amtrak	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Take an airplane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

A4

Finally, we ask the following questions to ensure that we have a full representation of the people living and working in our community. Please answer to the best of your knowledge and remember that your responses are anonymous.

A5

25. How many people in total reside in your household?

A6

26. How many automobiles, vans, or trucks of one-ton capacity or less are kept at home for use by members of your household?

A7

27. Which type of transportation do you most often use?

- Personal motor vehicle (ex. car, truck, motorcycle)
- Connect Transit (fixed routes)
- Connect Mobility (paratransit)
- Rural public transit (SHOW BUS)

A8

- Private transit (ex. buses or vans provided by social service agency, church, corporation or institution)
- Taxicab or ride-sharing (including Uber, Lyft or similar services)
- Bicycle
- Walking
- Other (*please specify*) _____

A1

A2

28. Which category best describes your gender?

- Female
- Male
- Transgender
- Gender non-conforming
- Prefer not to answer
- Other (*please specify*) _____

A3

A4

29. Which category includes your current age?

- 17-19 years
- 20-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years
- 75+ years

A5

A6

30. Which category best describes your ethnicity?

- Hispanic or Latino/a
- Not Hispanic or Latino/a

A7

A8

A1

31. Which category best describes your race?

- African American or Black
- American Indian or Alaska Native
- Asian
- Caucasian/White
- Native Hawaiian or Pacific Islander
- Multiracial
- Other (*please specify*) _____

A2

32. What is the primary language that you speak at home?

- English
- Spanish
- French
- Other Indo-European language
- Asian and Pacific Island language
- Other (*please specify*) _____

A3

A4

33. Which category best describes your current status? (*Mark all that apply*)

- Student (High school)
- Student (Trade school, college, or university)
- Working outside of home
- Working from home
- Retired
- Not employed
- Other (*please specify*) _____

A5

A6

34. Because of a physical, mental, or emotional condition, do you have difficulty getting around or doing errands alone, such as going to work, visiting a doctor's office or shopping (ex. difficulty hearing, seeing, or concentrating)?

- Yes (**Go to Question 34A below**)
- No (**Skip to Question 35**)

A7

A8

34A. Which of the following best describes your condition? (Mark all that apply)?

- Deaf or serious difficulty hearing
- Blind or serious difficulty seeing
- Serious difficulty concentrating, remembering, or making decisions
- Serious difficulty walking or climbing stairs
- Other (*please specify*) _____

35. Which category includes your total income during the past 12 months?

- Less than \$20,000
- \$20,000 to \$39,999
- \$40,000 to \$59,999
- \$60,000 to \$79,999
- \$80,000 to \$99,999
- \$100,000 or more

36. Before you finish, is there anything else you'd like to share with us regarding our transportation system? Please share your ideas below or on the other side of this page.

A1

A2

A3

A4

A5

A6

A7

A8

Transportation Planning Survey

Spanish



A1

Encuesta de Planificación de Transporte

Complete hasta el 30 de junio de 2022

Instrucciones:

Gracias por completar la encuesta anónima del Plan Metropolitano de Transporte de Largo Alcance 2050 (B-N MLRTP 2050).

A2

Si la completa en línea:

Por favor haga clic en el botón "Next" para pasar a las siguientes preguntas. Puede regresar a las preguntas anteriores haciendo clic en "Back". Cuando termine de responder a todas las preguntas haga clic en "Submit" para enviar sus repuestas. Una vez enviada la encuesta no podrá cambiar las respuestas.

A3

Si completa la opción impresa:

Por favor deposítela en las cajas que están ubicadas en: (1) Biblioteca de Bloomington (205 E Olive St, Bloomington, IL 61701) o (2) Biblioteca de Normal (206 W College Ave, Normal, IL 61761) o (3) envíela por correo a la siguiente dirección.
McLean County Regional Planning Commission
115 E. Washington Street M103, Bloomington, IL 61701

A4

A5

Si tiene alguna pregunta acerca de cómo completar la encuesta, favor contáctese con Tania Barreto al correo tbarreto@mcplan.org o lláme al 309-434-6831.

La Comisión de Planificación Regional del Condado de McLean se encuentra desarrollando el **Plan Metropolitano de Transporte B-N de Largo Alcance 2050**. Esta encuesta pública y anónima es parte esencial de nuestro proceso de planificación para mantener un sistema de transporte funcional, sostenible, y resiliente. Necesitamos escuchar de todos los sectores de la población que viven, estudian, trabajan o visitan nuestra comunidad. Ya sea que usualmente camine, ande en bicicleta, conduzca, tome el autobús, el tren, o avión. Sus ideas y prioridades nos ayudarán a constituir el futuro del transporte de todos en la zona metropolitana de Bloomington-Normal, para las próximas décadas.

A6

A7

La encuesta toma entre 15 y 20 minutos en completar, se encuentra disponible en las bibliotecas públicas de Bloomington y Normal o en la página web (www.mcplan.org/BN-MLRTP2050). La puede completar en inglés, español, o francés. ¡Asegúrese que su voz sea escuchada, y por favor ayúdenos a publicarla. Gracias!

A8

A1

1. Por favor indique la calle en la que vive y la calle transversal más cercana a esa calle. Esto es para entender el flujo y la congestión del tráfico en el área.

Calle en la que vive

Calle transversal más cercana

Ciudad

A2

2. Por favor indique la intersección más cercana a su destino principal al salir de casa (ej. trabajo, escuela).

Calle de su destino principal

Intersección más cercana

Ciudad

A3

A4

A5

Comencemos con preguntas sobre sus prioridades con respecto a nuestro sistema de transporte.

A6

Dados los recursos limitados de nuestra comunidad y el mandato de servir a todos los usuarios del sistema de transporte, díganos sus prioridades con respecto a los siguientes temas:

A7

A8

A1

3. ¿Cómo priorizaría los siguientes temas de transporte?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Mejoras a la seguridad de transporte	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invertir en calles y caminos nuevos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invertir en reparación y mantenimiento de vías existentes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invertir en otros modos de transporte, como el transporte público y caminos para andar en bicicleta y/o caminar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invertir en hacer que todos los modos de transporte sean más accesibles para todos los usuarios	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

4. ¿Cómo priorizaría los siguientes temas de **Connect Transit**?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Tarifas más bajas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accesibilidad mejorada	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Autobuses nuevos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio fuera de los límites corporativos de Bloomington y Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más opciones de tarifas (ej. pases a largo plazo, tarifas especiales)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Marquesinas de autobús	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rutas de tránsito ampliadas en barrios periféricos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Información fácil de encontrar sobre rutas y tarifas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Información de ruta electrónica en tiempo real (ej. tiempos de llegada a las paradas de autobús)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A4

A5

A6

A7

A8

A1

5. ¿Cómo priorizaría los siguientes temas del **Central Illinois Regional Airport (CIRA)/ Aeropuerto Regional de Centro Illinois (ARCI)**?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Mejoras en los servicios de renta de autos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más estacionamiento de corto plazo en CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más estacionamiento de largo plazo en CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amenidades ampliadas en CIRA/ARCI (ej. restaurantes, tiendas, áreas de espera)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio mejorado de Connect Transit hacia y desde CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opciones de vuelos más frecuentes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aerolíneas adicionales que operen en CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio directo a destinos adicionales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

A4

6. ¿Cómo priorizaría los siguientes temas de **Amtrak**?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Servicio ferroviario a otras ciudades del Centro de Illinois	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio más frecuente (más trenes por día)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Servicio ferroviario de muy alta velocidad (más de 200 mph)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejora en la puntualidad del sistema	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A5

A6

A7

A8

7. ¿Cómo priorizaría los siguientes temas sobre el uso de **bicicleta**?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Programa para compartir bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Requisitos de estacionamiento de bicicletas para estructuras y estacionamientos privados	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Casilleros seguros de bicicletas disponible para el público (lockers para bicicletas)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más carriles designados para ser compartidos entre automóviles y bicicletas ("sharrows")	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más estacionamientos para bicicletas en parques y edificios públicos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más rutas designadas para andar en bicicleta en Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejor aplicación de las leyes de derecho de paso para ciclistas y peatones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Finalización de la ruta para bicicletas en la Ruta 66 a través del condado de McLean	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Más carriles designados exclusivamente para bicicletas en las calles en Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senderos para bicicletas ampliados, como el de Constitution Trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A1

A2

A3

A4

A5

8. ¿Cómo priorizaría los siguientes temas **peatonales**?

	No es una Prioridad	Prioridad Baja	Prioridad Mediana	Prioridad Alta
Programa de caminata a la escuela o "autobús caminante" escolar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senderos exclusivos para peatones para evitar conflictos con las bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mejor aplicación de las leyes de derecho de paso de los peatones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Instalación y mejoras de aceras	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sistema de senderos ampliado	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Programa o club comunitario de caminatas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A6

A7

A8

Cuéntenos su experiencia usando nuestro sistema de transporte.

A1

9. ¿En qué medida está de acuerdo con lo siguiente?

Las calles que más usa son:

	Muy en desacuerdo	Parcialmente en desacuerdo	Parcialmente de acuerdo	Muy de acuerdo	No estoy seguro
Bien mantenidas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seguras para caminar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seguras para andar en bicicleta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seguras para manejar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

10. ¿Cuáles de los siguientes problemas de seguridad, si los hay, son un problema en su barrio? *(Marque todo lo que corresponda)*

A4

- No hay suficiente luz
- Calles mal mantenidas (ej. baches, pavimento dañado, bordillos rotos)
- No hay pasos peatonales/son limitados
- Velocidad del tráfico
- Hay demasiado tráfico
- No es accesible para personas con discapacidad
- Otro *(Por favor especifique)* _____

A5

A6

11. ¿Cuáles calles o intersecciones que usa con frecuencia en su barrio consideran peligrosas y por qué?

Calle en su barrio

Razón por la que es peligrosa

A7

12. ¿Usted o un miembro de tu familia usa **Connect Transit**?

- Sí *(Vaya a pregunta 12A abajo)*
- No *(Vaya a pregunta 13)*

A8

A1

12A. ¿Cuáles servicios de Connect Transit ha usado? (Marque todo lo que corresponda)

- Connect Transit (rutas fijas)
- Connect Mobility (transporte para personas con discapacidad)
- Acceso gratuito universitario/Redbird Express

A2

13. ¿Qué lo alentaría a usar Connect Transit si aún no lo hace, o a usarlo con más frecuencia? (Marque todo lo que corresponda)

- Información fácil de encontrar sobre rutas y tarifas
- Servicios más frecuentes
- Rutas y paradas de autobús cerca de mi casa y destinos habituales (ej. trabajo, escuela)
- Tiempo de viaje a mi destino y tiempo de transferencias más rápidas
- Mejora de la accesibilidad para personas con discapacidad y/o personas mayores
- Más opciones de tarifas (ej. pases de largo plazo, tarifas especiales)
- Tarifas más bajas (cuando se cobran las tarifas)
- Servicio fuera de los límites corporativos de Bloomington y Normal
- Otro (Por favor especifique) _____

A3

A4

A5

14. Además de Connect Transit, ¿ha utilizado otros servicios de transporte, ya sean públicos o privados (ej. servicios de agencias o instituciones de servicios sociales, SHOW BUS, autobuses corporativos, taxis, viajes compartidos como Uber o Lyft)?

- Si (Vaya a preguntas 14A y 14B abajo)
- No (Vaya a pregunta 15)

A6

14A. ¿Cuáles de los siguientes proveedores de servicios de transporte ha utilizado? (Marque todo lo que corresponda)

- Autobús o "shuttle" de la iglesia
- Faith in Action
- Autobús o "shuttle" del hospital
- Transporte proporcionado por una agencia de servicios sociales
- SHOW BUS
- Taxi o viaje compartido (ej. Uber, Lyft)

A7

A8

- Autobuses interurbanos (ej. Greyhound, Trailways, Peoria Charter, Megabus)
- Otro (*Por favor especifique*) _____

A1

14B. ¿Cuáles fueron sus destinos principales al utilizar esos servicios de transporte? (*Marque todo lo que corresponda*)

- Trabajo
- Escuela
- Compras u otras diligencias diarias
- Entretenimiento
- Servicios médicos
- Centros de cuidados para adultos mayores o programas similares
- Otro (*Por favor especifique*) _____

A2

A3

15. ¿Ha volado hacia o desde el Central Illinois Regional Airport (CIRA)/Aeropuerto Regional de Central Illinois (ARCI)?

- Si
- No

A4

16. ¿Ha utilizado otros aeropuertos como punto de partida o destino de sus viajes?

- Si (***Vaya a pregunta 16A abajo***)
- No (***Vaya a pregunta 17***)

A5

16A. ¿Cuáles otros aeropuertos ha utilizado como punto de partida o destino? (*Marque todo lo que corresponda*)

- Champaign
- Chicago-Midway
- Chicago-O'Hare
- Decatur
- Indianapolis
- Peoria
- Springfield
- St. Louis
- Otro (*Por favor especifique*) _____

A6

A7

A8

A1

17. ¿Hay algún destino de viaje aéreo que CIRA/ARCI no atiende actualmente para el cual le gustaría que el servicio directo estuviera disponible?

- Si **(Vaya a pregunta 17A abajo)**
- No **(Vaya a pregunta 18)**

17A. ¿Para cual(es) destino(s) de viaje aéreo le gustaría que el servicio directo sea disponible desde CIRA?

Ciudad(es) o aeropuerto(s)

A2

A3

18. ¿Alguna vez ha tomado Amtrak hacia o desde Bloomington-Normal (estación Uptown)?

- Si **(Vaya a preguntas 18A, 18B y 18C abajo)**
- No **(Vaya a pregunta 19)**

A4

18A. ¿Con qué frecuencia toma Amtrak?

- Menos de una vez al mes
- Una vez al mes
- 2 – 5 veces al mes
- 6 – 15 veces al mes
- 16 veces o más al mes

A5

A6

18B. ¿Qué tan satisfecho está con el servicio de Amtrak y/o Uptown Station?

- Muy satisfecho
- Algo satisfecho
- Algo insatisfecho
- Insatisfecho

A7

18C. Si está *insatisfecho* o está *algo insatisfecho*, describa brevemente sus preocupaciones con los servicios de Amtrak o Uptown Station.

A8

19. Cuando el servicio de trenes de alta velocidad (80 mph o más) se vuelva más frecuente/ampliamente disponible, ¿espera usar Amtrak con más o menos frecuencia que actualmente?

- Mucho más frecuente
- Un poco más frecuente
- Igual
- Menos frecuente
- Espero empezar a usar Amtrak

20. ¿Anda en bicicleta en Bloomington-Normal o en el condado de McLean?

- Sí **(Vaya a pregunta 20A, 20B y 20C abajo)**
- No **(Vaya a pregunta 21)**

20A. ¿Por qué anda en bicicleta?

- Solo por recreo o ejercicio
- Solo para ir al trabajo o hacer mandados
- Para ambos, recreo o ejercicio e ir a trabajar o hacer mandados

20B. ¿Con qué frecuencia anda en bicicleta?

- Menos de una vez al mes
- Una vez al mes
- 2 - 5 veces al mes
- 6 - 15 veces al mes
- 16 veces o más al mes

20C. ¿Dónde anda en bicicleta habitualmente? *(Marque todo lo que corresponda)*

- Ciclovías o senderos
- Pasos peatonales
- Calles laterales
- Calles principales
- Rutas rurales para bicicletas, como la Ruta 66
- Otro *(Por favor especifique)* _____

21. ¿Cuáles son los obstáculos principales para andar en bicicleta, si los hay? (Marque todo lo que corresponda)

- Clima – condiciones de invierno (ej. frío, nieve/hielo)
- Clima – condiciones de verano (ej. calor, tormentas de verano)
- No hay suficientes senderos fuera de la vía pública para bicicletas
- Senderos fuera de la vía pública no están ubicados cerca de mi casa, trabajo o escuela
- Falta de carriles designados para bicicletas en las calles
- Intersecciones que son difíciles o peligrosas de cruzar
- Velocidad de motoristas cercanos
- Conductores de vehículos motorizados que no cooperan o son descorteses
- La condición de los caminos y las calles
- Letreros de calles y marcas en el pavimento (o la ausencia de estos)
- Otro (Por favor especifique) _____

22. ¿Usted camina o corre en lugar de usar otros modos de transporte?

- Si (Vaya a pregunta 22A, 22B y 22C abajo)
- No (Vaya a pregunta 23)

22A. ¿Por qué camina o corre?

- Solo por recreo o ejercicio
- Solo para ir al trabajo o hacer mandados
- Para ambos, recreo o ejercicio e ir a trabajar o hacer mandados

22B. ¿Con qué frecuencia camina o corre?

- Menos de una vez al mes
- Una vez al mes
- 2 – 5 veces al mes
- 6 – 15 veces al mes
- 16 veces o más al mes

22C. ¿Dónde anda en bicicleta habitualmente? (Marque todo lo que corresponda)

- Adentro (ej. instalaciones deportivas cubiertas, centros comerciales, oficinas)
- Afuera

Ambos, depende del clima

A1

23. ¿Cuáles son los obstáculos principales para caminar en su barrio, si los hay?
(Marque todo lo que corresponda)

- Clima – condiciones de invierno (ej. frío, nieve/hielo)
- Clima – condiciones de verano (ej. calor, tormentas de verano)
- Intersecciones que son difíciles o peligrosas de cruzar
- Velocidad de motoristas cercanos
- Conductores de vehículos motorizados que no cooperan o son descorteses
- La condición de los pasos peatonales; faltan pasos peatonales o están incompletos
- La condición de las calles y los caminos
- Letreros de calles y marcas en el pavimento (o la ausencia de ellos)
- Otro (Por favor especifique) _____

A2

A3

A4

24. Después de la pandemia de COVID-19, ¿espera realizar las siguientes actividades con menos frecuencia, casi igual, o con más frecuencia que durante el punto más crítico de la pandemia?

	Menos frecuencia	Casi igual	Más frecuencia	N/A
Caminar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andar en bicicleta	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conducir o ir en un automóvil	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tomar el autobús	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tomar el Amtrak	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tomar un avión	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A5

A6

A7

A8

Finalmente, hacemos las siguientes preguntas para asegurarnos que tenemos una representación completa de las personas que viven y trabajan en nuestra comunidad. Responda lo mejor que pueda y recuerde que sus respuestas son anónimas.

25. ¿Cuántas personas viven en su casa?

A2

26. ¿Cuántos automóviles, camionetas o vans de una tonelada de capacidad o menos tiene para uso de los miembros de su casa?

A3

27. ¿Qué tipo de transporte utiliza con más frecuencia?

A4

- Vehículo motorizado personal (ej. automóvil, camioneta, motocicleta)
- Connect Transit (ruta fija)
- Connect Mobility (transporte para personas con discapacidad)
- Transporte público rural (SHOW BUS)
- Transporte privado (ej. autobuses proporcionados por una agencia de servicio social, iglesia, corporación o institución)
- Taxi o viajes compartidos (incluidos Uber, Lyft o servicios similares)
- Bicicleta
- Caminar
- Otro (*Por favor especifique*) _____

A5

A6

28. ¿Cuál categoría mejor describe su género?

- Mujer
- Hombre
- Transgénero
- Género no conforme
- Prefiero no contestar
- Otro (*Por favor especifique*) _____

A7

A8

A1

29. ¿Cuál categoría incluye su edad?

- 17-19 años
- 20-24 años
- 25-34 años
- 35-44 años
- 45-54 años
- 55-64 años
- 65-74 años
- 75+ años

A2

30. ¿Cuál categoría mejor describe su etnicidad?

- Hispano o Latino/a
- No Hispano o Latino/a

A3

31. ¿Cuál categoría mejor describe su raza?

- Afro-americano o negro
- Nativo americano o nativo de Alaska
- Asiático
- Blanco/ caucásico
- Nativo de Hawái o Islas Pacíficas
- Multirracial
- Otro (*Por favor especifique*) _____

A4

A5

A6

32. ¿Cuál es el idioma principal que habla en casa?

- Inglés
- Español
- Francés
- Otro idioma Indo-Europeo
- Idioma Asiático e Islas Pacíficas
- Otro (*Por favor especifique*) _____

A7

A8

A1

33. ¿Cuál categoría mejor describe su estado actual? (Marque todo lo que corresponda)

- Estudiante (Secundaria)
- Estudiante (Escuela técnica o universidad)
- Trabajo fuera de casa
- Trabajo en casa
- Retirado (Jubilado)
- No empleado
- Otro (Por favor especifique) _____

A2

34. Debido a una condición física, mental o emocional, ¿tiene dificultad para moverse o hacer trámites solo, como ir al trabajo, visitar el consultorio del médico, o ir de compras (ej. dificultad para oír, ver, o concentrarse)?

- Si (Vaya a pregunta 34A abajo)
- No (Vaya a pregunta 35)

A3

34A. ¿Cuáles de los siguientes mejor describe su condición? (Marque todo lo que corresponda)

- Sordera o dificultad grave para oír
- Ciego o dificultad grave para ver
- Dificultad grave para concentrarse, recordar o tomar decisiones
- Dificultad grave para caminar o subir escaleras
- Otro (Por favor especifique) _____

A4

A5

35. ¿Cuál de las siguientes opciones incluye su ingreso total durante los últimos 12 meses?

- Menos de \$20,000
- \$20,000 a \$39,999
- \$40,000 a \$59,999
- \$60,000 a \$79,999
- \$80,000 a \$99,999
- \$100,000 o mas

A6

A7

A8

36. Antes de terminar, ¿hay algo más que le gustaría compartir con nosotros sobre nuestro sistema de transporte? Comparta sus ideas a continuación o al otro lado de esta página.

A1

A2

A3

A4

A5

A6

A7

A8

Transportation Planning Survey

French



A1

Enquête de Planification de Transports

Répondez avant le 30 juin 2022

Instructions de Enquête:

Merci d'avoir participé à notre enquête sur le B-N Plan de Transport Métropolitain à Long-Terme 2050 (B-N MLRTP 2050).

A2

Si vous répondez à cette enquête en ligne :

Veuillez cliquer à travers les questions de l'enquête en utilisant le bouton « Next » au bas de la page. Vous pouvez revenir aux questions précédentes en cliquant sur « Back ». Quand l'enquête terminée, un bouton « Submit » apparaîtra en bas à droite de la page. Une fois que vous avez soumis votre réponse, vous ne pouvez pas revenir et modifier vos réponses.

A3

Si vous terminez une copie papier de cette enquête

Veuillez soumettre votre enquête aux boîtes de dépôt disponibles à la bibliothèque publique de Bloomington (205 E Olive St, Bloomington, IL 61701) ou la bibliothèque publique de Normal (206 W College Ave, Normal, IL 61761) ou en envoyant votre enquête à l'adresse ci-dessous.

A4

McLean County Regional Planning Commission
115 E. Washington Street M103, Bloomington, IL 61701

A5

Si vous avez des questions sur comment répondre à cette enquête ou à B-N MLRTP 2050, contactez Ana Mendoza à amendoza@mcplan.org ou 309-434-6831.

A6

Nous dans la Commission de Planification Régionale du Comté de McLean concevons notre **B-N Plan de Transport Métropolitain à Long-Terme 2050**. Cette enquête publique anonyme est une partie essentielle de notre procédé de planification de transports-un procédé qui contribue au maintien de notre fonctionnement, résistante, et durable système de transports. Il est d'une importance vitale que nous écoutions tous les secteurs de la population qui vivent, étudient, visitent ou travaillent dans notre communauté.

A7

Si vous marchez, faites du vélo, conduisez ; prenez le bus, le train, ou volez dans un avion ; votre priorités et idées aidera à façonner l'avenir de notre système de transports dans le région métropolitaine de Bloomington-Normal dans le comté de McLean pour les décennies à venir.

A8

Cette enquête prend 15 à 20 minutes à remplir. L'enquête est disponible dans les bibliothèques publiques B-N et sur la page web du projet (www.mcplan.org/BN-MLRTP2050) en anglais, espagnol et français. Assurez-vous que votre voix est écoutée, et s'il vous plaît aidez-nous à faire connaître notre projet ! Merci !

- 1. Veuillez nous indiquer la rue dans laquelle vous habitez et la rue transversale la plus proche. C'est pour nous aider à comprendre la circulation et la congestion.

Rue de la maison

Rue transversale la plus proche

Ville

- 2. Veuillez identifier l'intersection la plus proche de votre destination principale lorsque vous quittez la maison (par exemple, votre lieu de travail, votre école.)

Rue de votre destination principale

L'intersection la plus proche

Ville

Commençons par des questions sur vos priorités pour notre système de transport.

Compte tenu des ressources limitées de notre communauté et de son mandat de desservir tous les utilisateurs du système de transport, veuillez nous indiquer vos priorités concernant les sujets suivants :

A1

3. Comment classez-vous les problèmes de transport suivants ?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Améliorations de la sécurité des transports	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investir dans nouvelles rues et routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investir dans réparation et entretien des rues existantes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investir d'autres moyens de transport, comme le transport en commun, le vélo, et la marche	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investir pour rendre toutes les options de transport plus accessibles à tous les utilisateurs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

4. Comment classez-vous les problèmes de **Connect Transit** ?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Tarifs inférieurs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Améliorations d'accessibilité	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nouvelles buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service en dehors les limites de l'entreprise de Bloomington et Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encore d'options tarifaires (ex. laissez-passer à long terme, tarifs spéciaux)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Abribus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encore de voies de transport en commun dans les quartiers périphériques	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Informations faciles à trouver sur les itinéraires et les tarifs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Informations électroniques en temps réel sur l'itinéraire (ex., heures d'arrivée aux arrêts de bus)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A4

A5

A6

A7

A8

5. Comment classez-vous les problèmes de **Central Illinois Regional Airport (CIRA)/
Aéroport Régional du Centre de l'Illinois (ARCI)** ?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Services de location de voitures améliorés	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de stationnement de courte durée au CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de stationnement de longue durée au CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de commodités au CIRA/ARCI (ex. restaurants, boutiques, salles d'attente)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Améliorations de service de Connect Transit vers et depuis CIRA/l'ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Options de vol plus fréquentes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Autres compagnies aériennes desservant CIRA/ARCI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Destinations de service direct supplémentaires	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

A4

6. Comment classez-vous les problèmes de **Amtrak**?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Service ferroviaire de banlieue vers d'autres villes du centre de l'Illinois	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service plus fréquent (plus de trains par jour)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service ferroviaire à très grande vitesse (200+ mph)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amélioration de la ponctualité	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A5

A6

A7

A8

7. Comment classez-vous les problèmes de **cyclisme**?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Programme de partage de vélos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Critère au stationnement des vélos pour parc de stationnement et structures privés	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local à vélos sécurisé à la disponible du public (casier à vélos)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de voies désignées pour partagées auto-vélo ("sharrows")	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de stationnement pour vélos dans les parcs et les bâtiments publics	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de pistes cyclables désignées à Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Meilleure application des droits de passage de cyclistes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Achèvement de la piste cyclable Route 66 à travers le comté de McLean	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Plus de voies cyclables désignées dans les rues à Bloomington-Normal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encore de pistes cyclables, comme Constitution Trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

A4

A5

8. Comment classez-vous les problèmes de **marche/piétons**?

	Non prioritaire	Priorité inférieure	Priorité moyenne	Le plus prioritaire
Programme de marche scolaire ou autobus pédestre scolaire	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sentiers réservés aux piétons pour éviter les conflits avec les vélos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Meilleure application des droits de passage de piétons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Installation et amélioration des trottoirs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agrandir le système de sentiers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Programme ou club de marche communautaire	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A6

A7

A8

Racontez-nous de votre expérience d'utilisation de notre système de transport.

9. Dans quelle mesure êtes-vous d'accord avec le suivant ?

La rue que vous utilisez la plupart de temps sont :

	Fortement en désaccord	Légèrement en désaccord	Légèrement en accord	Fortement en accord	Pas certain
Bien entretenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sûr pour marcher	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sûr pour cyclisme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sûr pour conduire	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2

A3

10. Quel des problèmes de sécurité suivants, s'il y en a, sont un problème dans votre quartier ? (Choisissez tout qui applique)

A4

- Il n'y a pas assez de lumière
- Rues mal entretenues (p.ex. Nids-de-poule, chaussée endommagée, bordure de rue brisée)
- Il n'y a de trottoirs/Trottoirs limitée
- La vitesse de la circulation de trafic
- Il y a trop de circulation de trafic
- N'est pas accessible pour personnes avec handicaps
- Autre (spécifier s'il vous plaît) _____

A5

A6

11. Quelles rues ou intersections qui vous utilisez le plus souvent dans votre quartier considérez-vous dangereuses et pourquoi ?

A7

Rue en votre quartier

Raison que là rue/intersection est dangereuse

A8

12. Utilisez-vous (ou un membre de votre famille) Connect Transit ?

- Oui **(Passez à la question 12A ci-dessous)**
- Non **(Passer à la question 13)**

12A. Quels services de Connect Transit avez-vous utilisés ? (Choisissez tout qui applique)

- Connect Transit (Itinéraires fixes)
- Connect Mobility (transport adapté)
- Accès universel universitaire/Redbird Express

13. Qu'est-ce qui vous encouragerait à utiliser Connect Transit si vous ne l'utilisez pas déjà, ou à l'utiliser plus souvent ? (Choisissez tout qui applique)

- Informations faciles à trouver quant à les itinéraires et les tarifs
- Service plus fréquent
- Lignes et arrêts de bus à proximité de mon domicile et de mes destinations habituelles (travail, école, etc.)
- Temps de trajet/temps de transfert plus rapides à ma destination
- Amélioration de l'accessibilité pour les personnes handicapées et/ou seniors
- Plus d'options tarifaires (ex. laissez-passer longue durée, tarifs spéciaux)
- Tarifs réduits (lorsque les tarifs sont facturés)
- Service en dehors des limites de l'entreprise de Bloomington et Normal
- Autre (spécifier s'il vous plaît) _____

14. À part de Connect Transit, avez-vous utilisé d'autres services de transport, publics ou privés (p. ex. services fournis par des agences ou institutions de services sociaux, SHOW BUS, navettes d'entreprise, taxis, covoiturage comme Uber ou Lyft)?

- Oui **(Passez à la question 14A et 14B ci-dessous)**
- Non **(Passez à la question 15)**

14A. Quels des services de transport suivants avez-vous utilisés ? (Choisissez tout qui applique)

- Camionnette ou navette de l'église
- Faith in Action

- Camionnette ou navette de l'Hospital
- Transport d'agence de service social
- SHOW BUS
- Taxi ou covoiturage (ex. Uber, Lyft)
- Autobus interurbain (ex. Greyhound, Trailways, Peoria Charter, Megabus)
- Autre (spécifier s'il vous plaît) _____

A1

A2

14B. Quels sont votre destination(s) principale(s) quand vous utiliser ces services de transport ? (*Choisissez tout qui applique*)

- Travail
- L'école
- Faire des achats ou autre faire des courses
- Divertissement
- Services médicaux
- Garderie pour adultes ou programmes similaires
- Autre (spécifier s'il vous plaît) _____

A3

A4

15. Avez-vous déjà monté un l'avion à destination ou en provenance de Central Illinois Regional Airport (CIRA)/L'aéroport régional du centre de l'Illinois (ARCI) ?

- Oui
- Non

A5

16. Avez-vous déjà utilisé d'autres aéroports comme point de départ ou point d'arrivée pour les voyages en avion ?

- Oui (**Passez à la question 16A ci-dessous**)
- No (**Passez à la question 17**)

A6

A7

16A. Quels autres aéroports avez-vous utilisé comme point de départ ou point d'arrivée ? (*Choisissez tout qui applique*)

- Champaign
- Chicago-Midway
- Chicago-O'Hare

A8

- Decatur
- Indianapolis
- Peoria
- Springfield
- St. Louis
- Autre (spécifier s'il vous plaît) _____

17. Il y a une destination de transport aérien qui n'est pas actuellement desservie par CIRA/l'ARCI et pour laquelle vous aimeriez qu'un service direct soit disponible ?

- Oui (**Passez à la question 17A ci-dessous**)
- Non (**Passez à la question 18**)

17A. Pour quelle(s) destination(s) aérienne(s) aimeriez-vous que le service direct soit offert par CIRA/l'ARCI ?

Ville(s) où aéroport(s)

18. Avez-vous déjà monté le Amtrak vers ou de Bloomington-Normal (Uptown Station) ?

- Oui (**Passez à des questions 18A, 18B et 18C ci-dessous**)
- Non (**Passez à la question 19**)

18A. A quelle fréquence montez-vous Amtrak ?

- Moins d'une fois par mois
- Une fois par mois
- 2 à 5 fois par mois
- 6 à 15 fois par mois
- 16 fois ou plus par mois

18B. Dans quelle mesure êtes-vous satisfait avec du service d'Amtrak et/ou de la gare Uptown ?

- Très satisfait
- Légèrement satisfait
- Légèrement insatisfait
- Insatisfait

18C. Si légèrement satisfait ou insatisfait, veuillez décrire brièvement vos préoccupations quant à les services Amtrak ou Uptown Station.

19. Une fois que le service ferroviaire à grande vitesse (80 mph ou plus) deviendra plus fréquent/largement disponible, pensez-vous utiliser Amtrak plus ou moins souvent que vous le faites actuellement ?

- Beaucoup plus souvent
- Légèrement plus souvent
- Près pareil
- Moins souvent
- Je vais commencer à utiliser Amtrak

20. Avez-vous déjà fait du vélo dans Bloomington-Normal ou dans le comté de McLean?

- Oui (**Passez à des questions 20A, 20B et 20C ci-dessous**)
- Non (**Passez à la question 21**)

20A. Pourquoi fait-vous du vélo ?

- Pour la détente ou l'exercice uniquement
- Faire la navette ou faire des courses uniquement
- Les deux détente et faire la navette/des courses

A1

A2

A3

A4

A5

A6

A7

A8

20B. A quelle fréquence faites-vous du vélo ?

- Moins d'une fois par mois
- Une fois par mois
- 2 à 5 fois par mois
- 6 à 15 fois par mois
- 16 fois ou plus par mois

20C. Où faites-vous régulièrement du vélo ? (*Choisissez tout qui applique*)

- Pistes ou chemins cyclables
- Trottoirs
- Rues secondaires
- Rues principales
- Pistes cyclables rurales, comme la Route 66
- Autre (spécifier s'il vous plaît) _____

21. Quels sont les principaux obstacles au cyclisme, s'il y en a ? (*Choisissez tout qui applique*)

- Météo – conditions hivernales (ex. froid, neige/verglas)
- Météo - conditions d'été (ex., chaleur, orages d'été)
- N'est pas suffisamment de sentiers cyclables hors de la rue
- Sentiers cyclables hors de la rue n'est pas situés près de ma maison, de mon travail, ou de mon école
- Manque de pistes cyclables désignées dans les rues
- Intersections difficiles ou dangereuses à franchir
- Vitesse des véhicules à moteur à proximité de moi
- Conducteurs de véhicules à moteur peu coopératifs ou discourtois
- État de la rue et de la chaussée
- Signes et marquage de chaussée (ou l'absence de ces choses)
- Autre (spécifier s'il vous plaît) _____

A1

A2

A3

A4

A5

A6

A7

A8

22. Marchez-vous ou courez-vous au lieu d'utiliser d'autres moyens de transport ?

- Oui (**Passez à des questions 22A, 22B et 22C ci-dessous**)
 Non (**Passez à la question 23**)

22A. Pourquoi marchés-vous ou cours-vous ?

- Pour la détente ou l'exercice uniquement
 Faire la navette ou faire des courses uniquement
 Les deux détente et faire la navette/des courses

A2

22B. A quelle fréquence marchez-vous ou courez-vous ?

- Moins d'une fois par mois
 Une fois par mois
 2 à 5 fois par mois
 6 à 15 fois par mois
 16 fois ou plus par mois

A3

22C. Où marchez-vous ou courez-vous régulièrement ? (*Choisissez tout qui applique*)

- À l'intérieur (comme dans les installations sportives intérieures, les centres commerciaux, les bureaux)
 À l'extérieur
 Ça dépend du temps

A4

A5

23. Quels sont les principaux obstacles, s'il y en a, à la marche ou la course dans la communauté ? (*Choisissez tout qui applique*)

- Météo - conditions hivernales (ex. froid, neige/verglas)
 Météo - conditions d'été (ex., chaleur, orages d'été)
 Intersections difficiles ou dangereuses à franchir
 Vitesse des véhicules à moteur à proximité de moi
 Conducteurs de véhicules à moteur peu coopératifs ou discourtois
 État des trottoirs ; trottoirs manquants, ou incomplets
 État de la rue et de la chaussée

A6

A7

A8

- Signes et marquage de chaussée (ou l'absence de ces choses)
- Autre (spécifier s'il vous plaît) _____

24. Après de la pandémie de COVID-19, pensez-vous à faire les activités suivantes moins souvent, près la pareil, ou plus souvent que le plus fort de la pandémie ?

A2

	Moins souvent	Près la pareil	Plus souvent	N/A
Marcher	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Faire du vélo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conduire ou aller en voiture	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aller en autobus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aller en Amtrak	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aller en avion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A3

A4

Enfin, nous demandons les questions suivantes pour assurer que nous avons une représentation complète de notre communauté. S'il vous plaît, répondre au mieux de votre connaissance et rappelez-vous que vos réponses sont anonymes.

A5

25. Combien de personnes au total résident dans votre maison ?

A6

26. Combien de des automobiles, des camionnettes, ou des camions d'une capacité d'une tonne ou moins sont gardés à la maison pour être utilisés par les membres de votre maison ?

A7

A8

27. Quel type de transport utilisez-vous le plus souvent ?

- Véhicule à moteur personnel (ex. voiture, camion, moto)
- Connect Transit (itinéraires fixes)
- Connect Mobility (transport adapté)
- Transport en commun rural (SHOW BUS)
- Transport en commun privé (p.ex. buses ou camionnettes fournis par une agence de services sociaux, une église, société, ou institution)
- Taxi ou covoiturage (Uber, Lyft, etc.)
- Vélo
- Marche
- Autre (spécifier s'il vous plaît) _____

A1

A2

A3

28. Quelle catégorie mieux décrit mieux votre sexe ?

- Femme
- Homme
- Transgenre
- Genre non-conforme
- Je ne préfère pas répondre
- Autre (spécifier s'il vous plaît) _____

A4

A5

29. Quelle catégorie mieux décrit votre âge?

- 17-19 ans
- 20-24 ans
- 25-34 ans
- 35-44 ans
- 45-54 ans
- 55-64 ans
- 65-74 ans
- 75+ ans

A6

A7

A8

A1

30. Quelle catégorie mieux décrit votre appartenance ethnique ?

- Hispanique ou Latino/a
- Non Hispanique ou Latino/a

A2

31. Quelle catégorie mieux décrit votre race ?

- Afro-Américain ou Noir
- Amérindien ou natif de l'Alaska
- Asiatique
- Caucasien/Blanc
- Hawaïen ou Insulaire du Pacifique
- Multiraciale
- Autre (spécifier s'il vous plaît) _____

A3

A4

32. Quelle est la langue principale que vous parlez à la maison ?

- Anglais
- Espagnol
- Français
- Autre langue indo-européenne
- Langue asiatique ou Insulaire du Pacifique
- Autre (spécifier s'il vous plaît) _____

A5

A6

33. Quelle catégorie mieux décrit votre statut actuel ? (Choisissez tout qui applique)

- Étudiant (Lycée)
- Étudiant (école de métiers ou université)
- Travail à l'extérieur de la maison
- Travail à domicile
- Retraité
- Sans emploi
- Autre (spécifier s'il vous plaît) _____

A7

A8

A1

34. En raison d'une condition physique, mentale, ou émotionnelle, avez-vous difficulté à déplacer ou à faire des courses seul, comme aller au travail, ou visitez un cabinet médical (p. ex. difficulté à entendre, voir ou à vous concentrer) ?

- Oui (**Passez à la question 34A ci-dessous**)
- Non (**Passez à la question 35**)

A2

34A. Lequel des conditions suivants mieux décrit votre état? (Choisissez tout qui applique)

- Surdit  ou grande difficult  auditive
- Aveugle ou grande difficult    voir
- Difficult  s rieuse   se concentrer,   se souvenir, ou   prendre des d cisions
- Grande difficult    marcher ou   monter les escaliers
- Autre (sp cifier s'il vous pla t) _____

A3

35. Quelle cat gorie comprend votre revenu total au cours des 12 derniers mois ?

- Moins que \$20,000
- \$20,000   \$39,999
- \$40,000   \$59,999
- \$60,000   \$79,999
- \$80,000   \$99,999
- \$100,000 ou plus

A4

A5

36. Avant de terminer, il y a autre chose que vous voulez partager avec nous concernant notre syst me de transport ? Partager vos id es ci-dessous ou de l'autre c t  de cette page.

A6

A7

A8

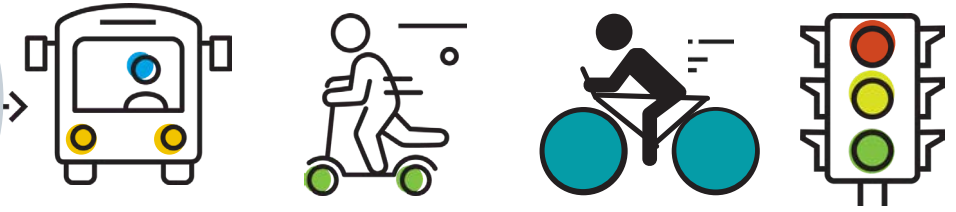
Survey Outreach Flyers and Social Media Posts

Leter-Sized Posters

A1



WE WANT TO HEAR FROM YOU!



A2

B-N Metropolitan Long-Range Transportation Plan (MLRTP) 2050

A3

Take our B-N MLRTP 2050 survey today!

A4

Visit www.mcplan.org/BN-MLRTP2050
or Complete at **B-N Public Libraries**

or Scan the **QR code**

A5

Help us set **long-term goals** for our transportation system

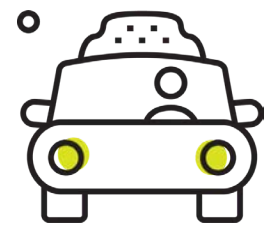


Let us know what your **transportation needs** are

A6

Takes **15 - 20 minutes** in **English, Spanish, or French**
Please complete this **anonymous** survey by June 30, 2022

A7



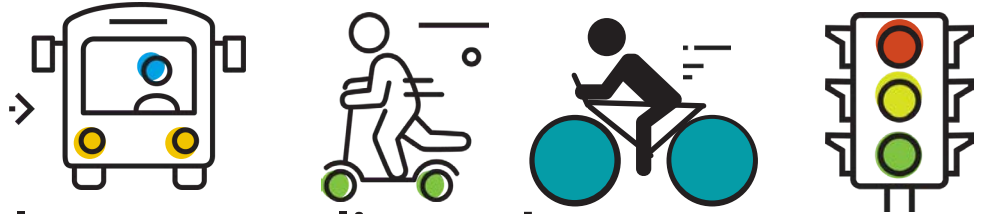
A8



www.mcplan.org
309-828-4331



**¡QUEREMOS
SABER
DE TÍ!**



Plan Metropolitano de Transporte de largo alcance B-N (MLRTP) 2050

¡Llena nuestra encuesta para el MLRTP 2050 de B-N!

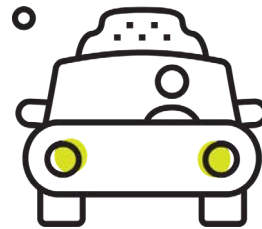
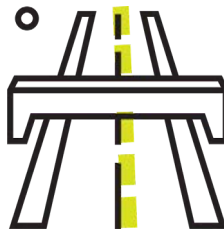
Visita www.mcplan.org/BN-MLRTP2050
o Llena la encuesta en **las Bibliotecas Públicas de B-N**
o Escanea **el Código QR**

Ayúdanos a
**determinar los
objetivos** para
nuestro sistema
de transporte



Cuéntanos
cuales son tus
**necesidades de
transporte**

Te tomará de 15 a 20 minutos y la puedes completar en
Español, Inglés, o Frances hasta el 30 de junio de 2022.

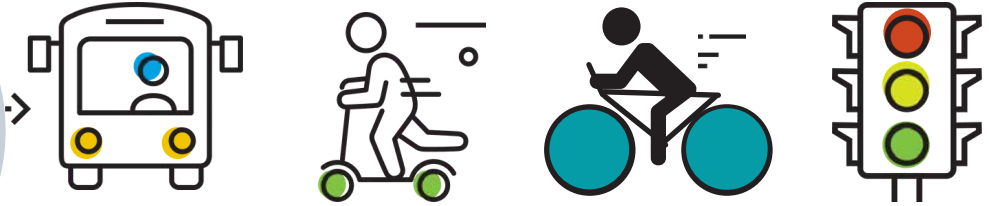


www.mcplan.org
309-828-4331



A1

NOUS AVONS BESOIN DE VOTRE AVIS



B-N Plan de Transport Métropolitain à Long Terme (MLRTP) 2050

A2

Répondez à notre B-N MLRTP 2050 enquête aujourd'hui !

A3

Visitez www.mcplan.org/BN-MLRTP2050

A4

Ou remplir dans **les Bibliothèques Publiques B-N** ou Scannez **le QR Code**

Aidez-nous à établir des **objectifs à long terme** pour notre système de transport



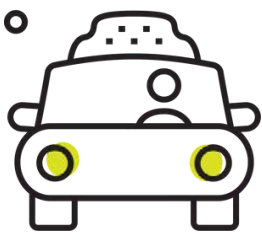
Dites-nous quels sont vos **besoins en transport**

A5

A6

Prend **15 à 20 minutes** en **anglais, espagnol ou français**
S'il vous plait répondez à cette enquête **anonyme** avant le 30 juin 2022

A7

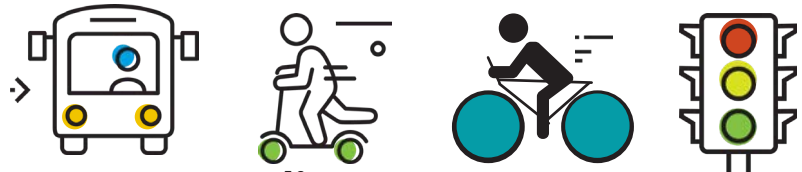


A8

www.mcplan.org
309-828-4331



WE WANT TO HEAR FROM YOU!



B-N Metropolitan Long-Range Transportation Plan (MLRTP) 2050

Take our B-N MLRTP 2050 survey today!

Visit www.mcplan.org/BN-MLRTP2050 or Complete at **B-N Public Libraries**

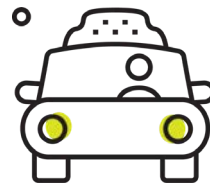
or Scan the **QR code**

Help us set **long-term goals** for our transportation system



Let us know what your **transportation needs** are

Takes **15 - 20 minutes** in **English, Spanish, or French**
Please complete this **anonymous** survey by June 30, 2022



www.mcplan.org
309-828-4331



Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey	Scan the QR Code or visit www.mcplan.org/BN-MLRTP2050 to take the B-N MLRTP 2050 survey
------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------

A1
A2
A3
A4
A5
A6
A7
A8

¡QUEREMOS SABER DE TÍ!



Plan Metropolitano de Transporte de largo al alcance B-N (MLRTP) 2050

¡Llena nuestra encuesta para el MLRTP 2050 de B-N!

Visita www.mcplan.org/BN-MLRTP2050

o Llena la encuesta en **las Bibliotecas Públicas de B-N**

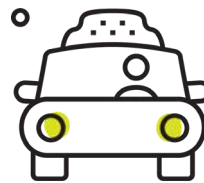
o Escanea **el Código QR**

Ayúdanos a **determinar los objetivos** para nuestro sistema de transporte



Cuéntanos **cuales son tus necesidades de transporte**

Te tomará de 15 a 20 minutos y la puedes completar en **Español, Inglés, o Francés** hasta el 30 de junio de 2022.



www.mcplan.org
309-828-4331



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



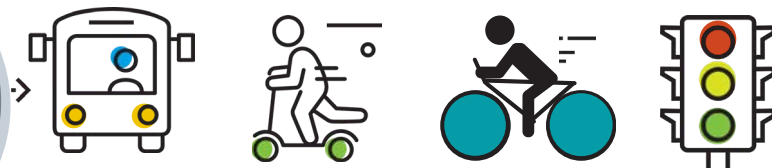
Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



Escanea el Código QR r visita www.mcplan.org/BN-MLRTP2050 Llena nuestra encuesta para el MLRTP 2050 de B-N



NOUS AVONS BESOIN DE VOTRE AVIS



B-N Plan de Transport Métropolitain à Long Terme (MLRTP) 2050

Répondez à notre B-N MLRTP 2050 enquête aujourd'hui !

Visitez www.mcplan.org/BN-MLRTP2050

Ou remplir dans les Bibliothèques Publiques B-N ou Scannez le QR Code

Aidez-nous à établir des objectifs à long terme pour notre système de transport




Dites-nous quels sont vos besoins en transport

Prend 15 à 20 minutes en anglais, espagnol ou français
S'il vous plait répondez à cette enquête anonyme avant le 30 juin 2022



www.mcplan.org
309-828-4331



<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 	<p>Scannez le QR Code ou visitez www.mcplan.org/BN-MLRTP2050 Répondez à notre B-N MLRTP 2050 enquête aujourd'hui</p> 
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



**B-N Metropolitan Long-Range
Transportation Plan (MLRTP) 2050**

**Take our B-N MLRTP
2050 survey today!**

Visit **www.mcplan.org/BN-MLRTP2050**
or Complete at **B-N Public Libraries**



Plan Metropolitano de Transporte de largo alcance B-N (MLRTP) 2050

¡Llena nuestra encuesta para el MLRTP 2050 de B-N!

Visita **www.mcplan.org/BN-MLRTP2050** o Llena la encuesta en **las Bibliotecas Públicas de B-N**



A2

A3

**B-N Plan de Transport
Métropolitain à Long Terme (MLRTP) 2050**

**Répondez à notre B-N
MLRTP 2050 enquête
aujourd'hui !**

A4

A5

Visitez **www.mcplan.org/BN-MLRTP2050** ou
remplir dans **les Bibliothèques Publiques B-N**

A6

A7

A8

B. Draft Plan- Public Review and Comment Outreach

Public Comment Period

The public comment period for the draft Metropolitan Long-Range Transportation Plan 2050 was open from September 1st, 2022 to October 17th, 2022, satisfying the federal requirement of a 45- day public review period. This allotted time allowed the public to review and comment on the draft MLRTP 2050, before the plan is finalized.

Members of community had the opportunity to provide their comments on the draft B-N MLRTP 2050 via an online platform titled JotForm, email, paper mail, phone call, or by a visit to one of our dropboxes located at the Bloomington Public Library or the Normal Public Library.

Newspaper Notices & Press Release

A legal public notice was published in the newspaper (The Pantagraph) about the public comment period and ways the community members could submit their comments. MCRPC also issued a press release during the first week of the public comment period.

Flyers for Public Comments

MCRPC created flyers in English, Spanish, and French regarding the draft B-N MLRTP 2050 public comment period and the ways to comment.

Website and Social Media

MCRPC also created a shareable post on our Facebook page regarding the MLRTP 2050 public comment period, where the digital version of the public comment flyers and a brief caption was uploaded. The post was re-uploaded periodically to ensure that the post remained at the top of MCRPC's followers' feeds.

Emails

MCRPC sent the Public Steering Committee, other partners, and members of the public an email with our flyers in English, Spanish, and French regarding the public comment period and the opportunity to comment on the B-N MLRTP 2050 draft plan.

Public Libraries

MCRPC partnered with the Bloomington Public Library and the Normal Public Library to have paper comment submission forms available in English, Spanish, and French. The public had the option to return their comments to a dropbox at the library, or mail back their comments to MCRPC.

Downtown Bloomington Farmer's Market (09/10/2022)

MCRPC set up a table with flyers regarding the public comment period in English, Spanish, and French, a paper copy of the draft B-N MLRTP 2050, a dropbox and comment sheets, and bubbles to attract people with young kids.

A1

A2

A3

A4

A5

A6

A7

A8

A1

**TELL US
WHAT YOU
THINK!**



Draft B-N Metropolitan Long-Range Transportation Plan (MLRTP) 2050

A2

Submit your comments today!

A3

How to Comment...

A4

- Online at www.mcplan.org/B-NMLRTP2050
- Email ghuss@mcplan.org
- Mail to **the MCRPC office**
*(115 E Washington St., Suite M103,
Bloomington, IL, 61701)*
- Call **309-828-4331**
- Dropboxes at
 - **MCRPC Office**
 - **Bloomington Public Library**
 - **Normal Public Library**

A5

To view the draft plan, visit the MCRPC office, Bloomington Public Library, or Normal Public Library, **or scan** our QR code!

A6

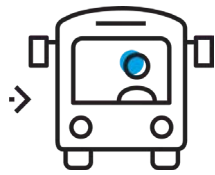


A7



Please submit your comments by **October 10th**

A8



Revisión del Plan de Transporte Metropolitano de Largo Alcance (MLRTP) 2050 de B-N

¡Envía tus comentarios hoy!

Cómo comentar...

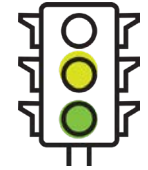
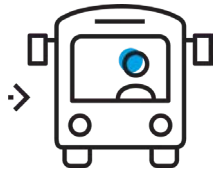
- En línea a **www.mcplan.org/B-NMLRTP2050**
- Por correo electrónico a **ghuss@mcplan.org**
- Por correo a **la oficina de MCRPC**
(115 E Washington St., Suite M103, Bloomington, IL, 61701)
- Llama al **309-828-4331**
- Dropboxes en
 - **La oficina de MCRPC**
 - **Biblioteca Pública de Bloomington**
 - **Biblioteca Pública de Normal**

Para ver una copia del documento, visita la página web de MCRPC, la oficina de MCRPC, la biblioteca de pública de Bloomington o la biblioteca pública de Normal, o escanéea el código QR



Envía tus comentarios hasta el **10 de Octubre**

NOUS AVONS BESOIN DE VOTRE AVIS!



L'ébauche de B-N Plan de Transport Métropolitain à Long-Terme (MLRTP) 2050

Envoyez vos commentaires!

Manières de commenter...

- En ligne sur www.mcplan.org/B-NMLRTP2050
- Par email ghuss@mcplan.org
- Par courrier a **le bureau de MCRPC**
(115 E Washington St., Suite M103, Bloomington, IL, 61701)
- Par téléphone **309-828-4331**
- Dropboxes à

Pour voir une copie du document, visitez le site Web du MCRPC, le bureau du MCRPC, la bibliothèque publique de Bloomington ou la bibliothèque publique de Normal, **ou scannez** le code QR

- **Bureau de MCRPC**
- **Bibliothèque Publique de Bloomington**
- **Bibliothèque Publique Normal**



Envoyez vos commentaires avant le **10 octobre**

Pantagraph Publication

For Public Comments

A1

*** Proof of Publication ***

THE PANTAGRAPH
PO Box 2907
Bloomington, IL 61702-2907
Ph: 309-829-9000

McLean County Regional
Planning Commission
Metropolitan Long-Range
Transportation Plan 2050
For the Bloomington-Normal
Urbanized Area
Public Review Period
September 2 through October
17, 2022

A2

STATE OF ILLINOIS
COUNTY OF McLEAN } SS:
CITY OF BLOOMINGTON

Public Hearing
October 21, 2022
The McLean County Regional
Planning Commission
(MCRPC), in accord with provisions
of the Infrastructure
Investment and Jobs Act, has
prepared a draft Metropolitan
Long-Range Transportation
Plan 2050 for the
Bloomington-Normal Urbanized
Area and McLean County. The
draft plan report and appendices
are available for public
review from September 2, 2022
through October 17, 2022
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. The
document is also available at
the Bloomington Public Library
and the Normal Public Library.
Notices regarding the draft plan
will be posted at mcplan.org.
Following the public review
period, MCRPC will conduct a
public hearing concerning the
Metropolitan Long-Range
Transportation Plan on October
21, 2022 at 10:30 a.m. in
Room 404, Government Center,
115 E. Washington St.,
Bloomington, IL. Comments on
the draft plans should be
submitted in writing to MCRPC
during the comment period, or
at the public hearing. All
comments received will be
archived within an appendix to
the plan, and will be publicly
available. Comments on the
plan will be considered for
incorporation into the final
document, as directed by the
MCRPC Transportation Technical
Committee following the
public hearing. Please direct
questions or comments to
Jennifer Sicks, Transportation
Planner, MCRPC, at the above
address, or by email to
jsicks@mcplan.org.
9/1, 9/2 136608

A3

McLean County Regional Planning Commission
Accounts Payable
115 E. Washington Street, Suite M103
Bloomington, IL 61701

ORDER NUMBER 136608

A4

THE PANTAGRAPH PUBLISHING CO. hereby certifies that it is now
and has been for more than one year continuously, d/b/a The
Pantagraph, a daily secular newspaper of general circulation in said
County, published in the City, County and State aforesaid, and further
certifies that said newspaper has been continuously published at
regular intervals of more than once each week with more than a
minimum of fifty issues per year for more than one year prior to the
first publication of the notice, and further certifies that The Pantagraph
is a newspaper as defined by the Statutes of the State of Illinois in
such cases made and provided, and further hereby certifies that a
notice of which the annexed notice is a true copy, has been regularly
published in said paper.


A5

Section: Legals
Category: 0991 Legal Inside
PUBLISHED ON: 09/01/2022, 09/02/2022

A6

TOTAL AD COST: 385.52
FILED ON: 9/2/2022

A7

By 

A8

Date 9/2/22

Public Comments Received

Submission Date	Draft B-N MLRTP 2050 comment:	Format
Sep 12, 2022	<p>Hello Greg, I reviewed the draft today and was one of the respondents to the survey. The draft seems consistent with the survey questions and the results are promising now that we are in the era of complete streets, which will hopefully be a big improvement as those concepts are implemented.</p> <p>I was surprised that the impacts of climate change were not given greater consideration given that the transportation sector is responsible for a significant percentage of carbon emissions and greenhouse gases. Although roads are roads whether you are driving fossil fuel vehicles or e-vehicles, the types of roads, road diets, mobility (speed), minimizing new road construction and a more complete and integrated network of bicycle and pedestrian paths/lanes could have been considered. Similarly improved bicycle and pedestrian facilities at busy crossings (safety) might get a few more folks to opt for these options for errands and/or commuting. Perhaps these ideas stray too far toward policies that DOTs do not control. But it seems to me that any long-range planning efforts should address ways of reducing contributions to climate change.</p> <p>Thanks for listening, (Name) Normal</p>	email to Mr. Greg Huss
Sep 9, 2022	<p>Dear sir, I am writing in response to the plan to redo Veterans. First of all, Thank you! I am one of many who utilizes it as a pedestrian. It has become so dangerous. People do not observe speed limit at all. Even when crossing at crosswalks it's not safe. Some of the timers are not long enough for when it's a long crosswalk. Also the left turners don't care if you are crossing they turn anyway. Yesterday was prime example I had two seconds left was almost across an a lady was turning left and almost plowed right into me at fast speed. Many more crosswalks are needed. I know it sounds crazy to have one at every intersection. However if there is a bus stop on that side, would help a lot. I live near Greenwood. In order to get to my bus stop quicker I have to cross veterans at the Clark gas station. This part of veterans had become so bad. People get past main and fly. I would say 45 is really 55-60 .</p> <p>Thank you for your time and everyone's effort and time into making these changes. I think not only will help but will also save lives in the end.</p>	email to Mr. Greg Huss

A1

A2

A3

A4

A5

A6

A7

A8

Submission Date	Draft B-N MLRTP 2050 comment:	Format
Sep 9, 2022	Overall I think the plan is good, but I think there is a massive missed opportunity to be the first study/plan that shifts our priorities towards the West where a massive employer has successfully entered the ring. Specifically pg 57's "Future Growth Areas" looks like it was created based off of data from 5 years ago (Pre-Rivian). The priorities of expansion shown here are continually shown to be outward to the East which costs us so much more money as a community in providing all services than if we kept our development inward or to the already connected west.	Jotform
Sep 8, 2022	I think the plan was nicely researched and written. I have a concern regarding the strategic objectives. I think that the emphasis should first be on addressing collision hot spots, especially prioritizing pedestrian collisions. I appreciate the desire to address community satisfaction issues, but those should be subordinate to injuries, and the potential for injuries and fatalities. IF that were the priority, then based on the heat map Main Street corridor near the ISU campus should take top priority. Besides the moral duty of addressing these, I think there may be a legal duty to address these. I know if I were a parent and my son or daughter were injured in an area where the county knows there is a problem and chose to prioritize more politically expedient issues first, I would be incensed and would look to take legal action. --- On a separate note, after those issues are resolved, there needs to be a way to safely drop off and pick up passengers at the Uptown Normal transportation center.	Jotform
Sep 6, 2022	I am not certain why the "Comparative Greenhouse Gas Emissions" chart was included with so little information. Yes, the United States produces a lot of emissions. But how do we compare to 30, 40 or 50 years ago? How do we compare as a percentage of our national GDP which is tops in the world. Statistics can be used, and missed, in many different ways. Thanks for listening (reading).	Jotform
Sep 4, 2022	Please consider smaller busses for lightly used routes such as Orange. There are seldom more than 10 people on this bus and I have never seen more than 15. The cost per passenger mile is too high and the carbon footprint per passenger is not good. Electric busses are too big heavy and costly to be an option. Please get vans or smaller busses to stop wasting so much money.	Jotform

A1

A2

A3

A4

A5

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Two | Project Flowchart



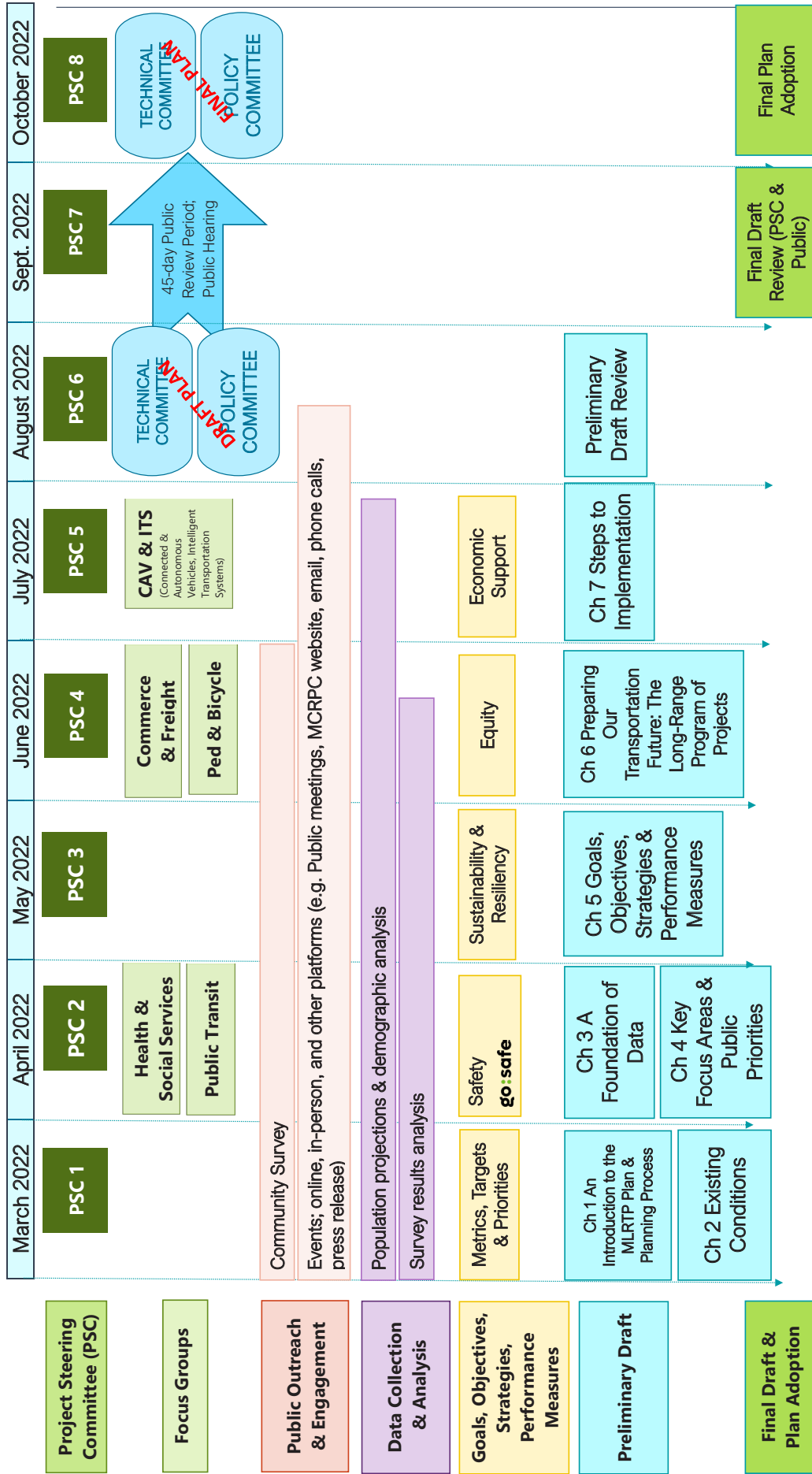
Page intentionally left blank



McLean County Regional Planning Commission

B-N Metropolitan Long-Range Transportation Plan 2050 Development Process

(Updated 4/20/22)



A1

A2

A3

A4

A5

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Three | Project Steering
Committee & Focus Groups Meeting Notes

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Table of Contents

Project Steering Committee (PSC) Meeting Notes	5
Focus Group 1. Public Transit	16
Focus Group 2. Health and Social Services	18
Focus Group 3. Pedestrian and Bicycle	21
Focus Group 4. Commerce and Freight	26
Focus Group 5. Connected and Autonomous Vehicles/Intelligent Transportation Systems	31

Page intentionally left blank

Project Steering Committee (PSC)

Meeting Notes

Meeting 1

Tuesday, March 15, 2022, 1:00 P.M. (In-Person and Virtual)

Room 404 Government Center (115 E. Washington St.)

Members Present:

Dan Magee, IDOT; Bob Nelson, IDOT; Mike Gebeke*, ISU; Carl Teichman, IWU; Chuck Irwin, District 87; Jerry Stokes, County HWY; Ryan Otto, ToN; Kevin Kothe, CoB; Carl Olson, CIRA; Cathy Coverston-Anderson, County Health; David Braun, Connect Transit

Others Present:

Brandon Geber*, IDOT; Luke Hohulin, County HWY; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Call to Order

Mr. Raymond Lai called the meeting to order at 1:00 p.m.

2. Attendance

PSC members that were present in person and virtually introduced themselves to the committee. MCRPC staff also introduced themselves.

3. Project Background

Mr. Lai explained the objective of the meeting and of the steering committee. McLean County Regional Planning Commission is preparing the Metropolitan Long Range Transportation Plan (MLRTP) 2050 update. The plan needs to be updated every 5 years as a Federal mandate. Mr. Lai also explained that the MLRTP 2050 will be prepared in house by MCRPC staff and lead by Ms. Sicks. Some aspects the technical staff will need to consider and some of the challenges when updating the MLRTP 2050 such as:

- Changes in the population based on the 2020 Census;
- Impacts of the pandemic on populations' way of living and transportation patterns

4. Expectations

The PSC will participate in the preparation of the

plan by reviewing each draft chapter and making comments/suggestions during monthly meetings. The draft will be sent to the PSC members before the monthly meeting with enough time to review.

5. Project Schedule

- Ms. Sicks provided an explanation of a work timeline. MCRPC will work on one chapter at the time, and a draft of each chapter will be sent to the PSC every month for review.
- To complete each chapter, focus groups will be held with experts on each subject. The next focus group will be about Transit. Results and discussion ideas from the focus groups will be put forward to Committee members for comments.
- MCRPC will have population projections for the next 5 to 25 years calculated by outside sources. Global and past events such as the effects of the pandemic will be considered in the projections.
- A Community Survey about transportation was prepared by MCRPC and will be available online after the kickoff meeting for the community to participate. The survey is launched every time the Plan is updated and answers provide a better understanding of the issues and concerns the community has about our transportation system.
- Ms. Sicks mentioned that a first draft of the MLRTP 2050 will have to be completed by August 2022. The Plan's final approval will be in October 2022.

6. Future PSC monthly meetings schedule

Members of the PSC tentatively agreed to meet on the second half of the month, at 4:00pm. A poll will be sent out to all PSC members to decide on the day of the week that best suits everyone (options are between Tuesday, Wednesday and Thursday)

7. Information on Demographics

Ms. Mendoza did a presentation with graphs and maps of the McLean County population characteristics and changes during the past five years. Data was obtained from the US Census 2020 and from the American Census Survey (ACS) 2019 (data obtained from the ACS will be updated with information from the 2020 Census).

A1

A2

A3

A4

A5

A6

A7

A8

The presentation included population's characteristics based on age, sex, race and income; and comparisons of population characteristics against transit and trails.

8. Other discussion items

Committee members discussed options on how to reach out to all community with the survey. Mostly the distribution will be carried out by MCRPC online and through advertising in public areas. Additionally some members offered help:

- Mr. David Braun, offered the possibility to have publicity displayed in Connect Transit Buses and in their Facebook page.
- Mr. Chuck Irwin, representing District 87, also offered to send the community survey to the schools district.

Ms. Sicks mentioned that given time constraints results from the first Focus Group will not be sent to PSC in time for the next meeting.

Mr. Lai mentioned that materials from this meeting will be sent out to all PSC members, which include, Demographics PPT presentation, a copy of the timeline and meeting minutes.

9. Next PSC Meeting – Date and Plan Topic

Date: TBD, second week of the month.

Topic: Review of Metropolitan Long Range Transportation Plan's draft Chapters 1 & 2.

10. Adjourn

Mr. Lai adjourned the meeting at 2:15 p.m

Meeting 2

Tuesday, April 20, 2022, 2:00 P.M. (In-Person and Virtual)

Room 324, McLean County Health Department

Members Present:

Dan Magee, IDOT; Bob Nelson, IDOT; Mike Gebeke*, ISU; Carl Teichman*, IWU; Chuck Irwin, District 87; Jerry Stokes, County Highway; Ryan Otto, ToN; Kevin Kothe, CoB; Carl Olson, CIRA; Cathy Coverston-Anderson, County Health

Others Present:

Luke Hohulin, County Highway; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Project Schedule Update

Mr. Lai provided a summary of the work carried out during the past month.

- There were two minor updates to the Timeline.
 - Changed the name from "Subcommittee" to "Focus Group".
 - The names of the chapters were updated. A new version of the schedule will be e-mailed to Committee members.
- Survey: So far, we have received almost 300 survey responses. We advertised at different venues and events. Surveys and flyers are in English, Spanish and French, to reach out the different population groups.
- Staff invited suggestions and help from PSC members on sharing the surveys.
- Focus Groups: Last month, MCRPC staff held two focus group meetings: Public Transit and Health & Social Services. Summaries of findings will be explained by Mr. Greg Huss.
- Chapter One of the Plan: PSC members should have received a copy of draft Chapter One for review and comments. The deadline to send comments is Monday April 25. However, the draft is work in progress and may be updated later with additional data and information. Opportunities for review of the updated document will be available later.

2. Focus Groups Discussion Summary (Greg Huss)

a. Public Transit (4/12)

The idea was to have conversations with Public Transit providers and users. Representatives of Connect Transit and SHOW BUS attended the

A1

A2

A3

A4

A5

A6

A7

A8

meeting.

Main Discussion:

- Urban Ridership decreased during COVID. However, those numbers have increased steadily in the past few months. Connect Transit reported that current ridership numbers are almost the same as the numbers before COVID.
- Rural ridership had different trends during the same time. SHOWBUS operated regularly during COVID, the system also offered additional services such as delivering meals. However, at present all additional services have stopped. There is a driver shortage and routes are running only when customers make reservations.
- Companies are developing strategies to increase transit ridership. Some of the objectives include offering transit where routes do not currently reach such as residential developments or areas with high number of work positions.

Questions:

Q. Where does the Transit Center negotiation stand?

As published in the news, Connect Transit has a possible location selected, and a federal grant award to develop the Center. The idea is to have a sheltered place for passengers accessible to all that will offer not only public transit service but connections to other transport modes, similar to the one in Uptown Normal.

Q. Was access to health care facilities considered in Focus Groups?

Yes, it was discussed.

b. Health & Social Services (4/13)

This meeting had a higher attendance rate than the public transportation one. Attendees represented a variety of agencies.

Main Discussion:

- Expansion of operating hours and expansion of the services. Ideas discussed were ways in which the rural population has access to health care and can reach to their health care needs even outside of McLean County.
- Central Information Hub. The way in which information about the existing services are offered have a "silo effect". There are several services available for the community however, many times people call one service and if they do not offer what the person needs, people are not re-directed to the organization that could potentially help them. People would be able

to take more advantage of the services if there was a Central Hub where they could call and information about all the options is explained to them.

- Advocacy is very important. There were several programs that worked successfully during the pandemic such as delivery of Meals On Wheels. All those have now been stopped, however with a strong advocacy those services and additional ones could be implemented once again (e.g. delivery of groceries by public transport providers).
- Health Departments in IL are required to prepare a Community Health Needs Assessment and Community Health Improvement Plan every 5 years. Hospitals are required to do that every 3 years. Since 2015, Hospitals and the Health Department in McLean County have been doing joint reports. One of the three priorities that the plan incorporates is "Access to Care". They will start the next Plan update this fall.

Questions:

Q. Did Connect Transit mention strategic plans for the next 10 years?

Yes, offering transit access to communities that do not currently have. They are working on identifying the needs of the community such as offering transit access to Rivian.

Q. Were potential funding ideas discussed?

The focus was not on funding, it was not heavily discussed. However, in a later part of the B-N MLRTP-2050 we will look at potential funding sources.

Q. Are Focus Groups going to meet again?

For the two that have meet, we are not planning to have further meetings. However, participants from each group can approach MCRPC with any comments or concerns.

3. Other Discussion Items

- Committee members were asked to let staff know if they have ideas that can be incorporated in the plan or if there are themes that they think need to be discussed in Focus Groups.
- Ms. Sicks will be sending the questions discussed at the Focus Groups to those members that were invited, but did not attend.
- Committee members were asked to send Draft Chapter One feedback or comments to Ms. Sicks or Mr. Lai by Monday, April 25.

A1

A2

A3

A4

A5

A6

A7

A8

- Mr. Lai will send out an Agenda and additional information to Committee members.

4. Next PSC Meeting

5/18 @ 2pm, same location (Room 324, McLean County Health Department)

5. Adjourn

Mr. Lai adjourned the meeting at 2:45 p.m.

Meeting 3

Wednesday, May 18, 2022, 2:00 P.M. (In-Person and Virtual)

Room 324, McLean County Health Department

Members Present:

Bob Nelson, IDOT; Mike Gebeke, ISU; Carl Teichman, IWU; Chuck Irwin, District 87; Jerry Stokes, County Highway; Kevin Kothe, CoB; Carl Olson*, CIRA; Cathy Coverston-Anderson, County Health

Others Present:

Robert Innis*, IDOT; Luke Hohulin*, County Highway; Jessica McKnight, County Health; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Introduction

All attendees introduced themselves.

2. Project Schedule Update

Mr. Lai provided a summary of the work carried out during the past month.

- Survey: so far, we have received around 330 survey responses. We advertised at different venues and events. MCRPC staff attended a family day at Tipton Park on Saturday May 14. Over 200 flyers were delivered.
 - Future events MCRPC staff will attend: Bloomington Farmer’s Market, Chamber of Commerce Job Fair, churches and ethnic markets. The survey is to be completed until the end of June 2022.
 - Staff invited PSC members to help distribute the survey and encourage people to participate.
- Focus Groups: Last month, MCRPC staff held

the Pedestrian and Bicycle Focus Group.

- Chapter Two of the Plan: MCRPC staff are working on the draft Chapter Two which will be a work in progress. PSC members should receive a copy for review on the week of May 23 to 27.

3. Pedestrian and Bicycle Focus Group (5/11) Discussion Highlights

Ms. Sicks presented highlights of the discussion during the Pedestrian and Bicycle Focus Group meeting. There were representatives from different organizations including NGOs (Friends of the Constitution Trail, Lake Run Club and McLean County Wheelers), Government organizations (CoB, ToN and Mclean County Government, CoB Parks, CoB Police, ToN Police, McLean County Sheriff’s Office and ISU Police.

Dangerous locations for pedestrians and bicycles: Veterans Parkway was mentioned several times. It is considered unsafe to be there and to cross it for pedestrians and bicyclists.

- Other streets mentioned - Main St. and College Ave. particularly sections close to ISU campus. They are high traffic roads and there are hundreds of students trying to cross them daily.
- Bike lanes in B-N are too dangerous. Trails far from cars are considered safer.
- Good locations for pedestrian and bike users:
 - Constitution Trail underpass to cross Veterans Parkway is the only safe way available to cross Veterans Parkway.
 - Front St. improvements from 2-3 years ago.
 - Uptown Circle: forces cars to slow down so that pedestrians and bicycles can cross.
 - Bike lanes from Hudson to B-N: people use them, like them and want more.
- High priority locations to increase safety:
 - Road conditions impact bike use: pavement condition e.g. pot holes or the weather have an enormous impact on bike use.
 - Trails are the safest existing places for bikes and pedestrians.
 - Corner of Main St. and College Ave. in Normal needs work. IDOT is currently working on that. Large numbers of people cross that intersection.
 - Intersection of Veterans Parkway and Empire St. There are many people that walk along Empire St. and cross Veterans Parkway when there are no provisions for pedestrians.
- Thoughts on Pedestrian Network:

- Neighborhood streets are connected well internally. However, they are not well connected with each other. Lack of connectivity encourages people to drive.
- Bike facilities are better than pedestrian facilities. Sidewalks tend to disappear.
- Uptown and Downtown trails represent safer conditions to travel for cyclists and pedestrians. There should be more trails connecting the City and Town.
- More attention to ADA compliance is needed, so not just people in bicycles are served but people with mobility issues.

How to support walking and bike use as transportation alternatives?

- Better education for the community:
 - Drivers need to be aware and stop for pedestrians.
 - People walking and cycling also need to be aware of their surroundings.
- Using Traffic Calming measures to help control and make streets safer for pedestrians and bicycles such as reducing traffic speed. Most common measure are speed bumps.
- Tactical Urbanism: Before making investments, changes to streets are made using cheap removable materials such as paint, cones and tape. For example: before doing the permanent changes to Front St., cones and barricades were used to mimic upgrades and to get people (drivers and pedestrians) used to the proposed measures that included safety islands and crossing points.

How can we better provide access to all?

- Consider major employees and important destinations to create connections from different points of the city to these locations. Connect places where people live to their major destinations.
- Connecting people between modes so that they can ride a bicycle and use transit.
- Encouraging walking and cycling:
- "Bike/Walk Day": To encourage people to walk and cycle, it was suggested a few streets in Downtown and Uptown are closed one day a week for a few hours (Sunday morning). This way people will have a chance to ride or walk.
- Other ideas mentioned: bike rodeos, bike donation and bike sharing programs.
- Plan for multimodal transport.
- Consider impact of e-scooters/e-bikes.
- Intersection design: signals with longer crossing

times.

- Implementing 4-directions cross walks
- Implementing speed bumps including re-designing the entire intersection.

4. Other Discussion Items

There were no additional discussion items.

5. Next PSC Meeting

Date: June 15, 2022.

6. Adjourn

Mr. Lai adjourned the meeting at 2:45 p.m.

Meeting 4

Wednesday, June 15, 2022, 2:00 P.M. (In-Person and Virtual)

Room 324, McLean County Health Department

Members Present:

Bob Nelson, IDOT; Dan Magee, IDOT; Mike Gebeke*, ISU; Carl Teichman, IWU; Chuck Irwin, District 87; Stan Gozur*, Unit District No. 5; Kevin Kothe, CoB; Carl Olson*, CIRA; Cathy Coverston-Anderson, County Health; David Braun, Connect Transit

Others Present:

Robert Innis*, IDOT; Luke Hohulin*, County Highway; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Project Schedule Update

Mr. Lai provided a summary of the work carried out during the past month.

Survey:

- So far, we have received 670 responses.
- MCRPC staff has attended several events to promote the survey and get community's opinions on the transportation system. They include:
 - Chamber of Commerce job fair on May/24th.
 - Farmers market on Saturday June 11th. Over 100 flyers were distributed and an activity where people could identify areas/issues they have with the different transportation modes: walking, cycling, using transit and driving

A1

A2

A3

A4

A5

A6

A7

A8

was carried out. Information collected will be considered in the MLRTP.

- The survey will close in two weeks (June 30th). MCRPC staff will launch a press release one last time to encourage people to take the survey.

Focus Groups:

Last month, MCRPC staff held the Commerce and Freight Focus Group meeting.

The next focus group meeting will held on June 29th, it will be about Connected and Automated Vehicles (CA) and Intelligent Transportation Systems (ITS).

MLRTP Chapters:

MCRPC staff are working on draft Chapters Three and Four which will be a work in progress.

2. Commerce and Freight Focus Group (6/8)

Invitations to the focus group were sent to over 20 regional freight companies and local businesses.

- Attendees included representatives from State Farm, Rivian, Nussbaum Transportation, Prairie Central Co-op and OSF amongst others.
- The meeting was held in two parts. 1) A SWOT analysis with all attendees. 2) To encourage a deeper conversation, people were divided into Commerce and Freight groups. The same questions were asked to both groups.
- A follow up email was sent to all representatives invited to add or make new comments.
- For discussion highlights, refer to PPT file.

3. Comments & Questions

Commerce:

Q. Based on the roundabout in Uptown Normal. Are people now more receptive to having more roundabouts? **A.** There might appear new proposals for roundabouts. Perception is that there are different types such as traffic calming ones or higher speed ones.

Q. Is there any push back of roundabouts from neighborhoods saying they don't like them? **A.** Typically what neighbors don't like is giving maintenance (landscape in the middle). Bloomington asks neighbors to maintain roundabouts after being built. Speed bumps are easier to maintain and are a more effective traffic calming measure.

Roundabouts are good to handle transitions between 1 and 2 lanes. Roundabouts take more space at intersections. It is difficult to place them.

Q. Was FedEx invited? **A.** Yes, but they did not send

a representative.

Freight:

Q. How/where do trucks connect now with rail?

A. There is a rail yard on West Bloomington, the other location is at Rivian. Ideal would be to have an intermodal facility in McLean County.

Q. Was there discussion on Navigation?

A. No. The city wants trucks to use state routes designed to handle heavy traffic. Before trucks used state routes, but now with google maps, carriers are using rural and city roads for shorter distances.

Roads are being damaged and communities are at risk. The city does not have a "truck routes map". State routes are designed for trucks, considering weight and space.

About 40 years ago most businesses used rail, now most use trucks to transport.

Need for a truck routes map.

State is preparing their Freight Plan and District Freight Plans. They will have information about commodity flows and forecasts for 2050, will share some data with us.

Q. Are police officers invited to the planning, to know their staffing requirements for enforcement?

A. They were not invited to this Focus Group, however they were invited to the Pedestrian and Bicycle Focus Group.

4. Next PSC Meeting

Next meeting: Wednesday July 20th, 2022.

5. Adjourn

Mr. Lai adjourned the meeting at 3:05 p.m.

A1

A2

A3

A4

A5

A6

A7

A8

Meeting 5

Wednesday, July 20, 2022, 2:00 P.M. (In-Person and Virtual)

Room 324, McLean County Health Department

Members Present:

Dan Magee*, IDOT; Chuck Irwin, District 87; Stan Gozur*, Unit District No. 5; Kevin Kothe, CoB; Carl Olson*, CIRA

Others Present:

Robert Innis*, IDOT; Luke Hohulin*, County Highway; Tony Meizelis* (ToN); MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane*

* Attended Virtually

1. Project Schedule Update

Mr. Lai provided a summary of the work carried out during the past month.

Focus Groups:

Last month, MCRPC staff held the final focus group meeting: Connected and Autonomous Vehicles (CAVs), and Intelligent Transportation Systems (ITS). Highlights will be presented by Ms. Sicks.

Survey:

The community survey is still open, but only responses submitted until June 30th (730 responses) will be used in the MLRTP 2050.

MLRTP Chapters:

- Yesterday, July 19th, PSC members should have received Draft Chapter 4 for review and comments.
- PSC members should be getting Draft Chapter 5 by the end of this week (Friday 21st). An e-mail with expected dates to make comments will be sent out to all.

Population Projection:

- MCRPC hired a consultant to do a population projection until 2050. The MCRPC Commission approved the contract in the July meeting. The work will be carried out by Dr. Andrew Greenlee, an independent consultant but also with the University of Illinois and outcomes will be incorporated in the MLRTP 2050.

2. CAV and ITS Focus Group Discussion

- Invitations to the focus group were sent to over 15 organizations and companies including IDOT, Rivian, Caterpillar, John Deere, Honeywell

(Developers of eVITOLs).

- Attendees included representatives from State Farm, IDOT (Central Office and District 5), Universities (University of Illinois Urbana-Champaign, Illinois State University), McLean County, CoB and ToN.
- A follow-up email was sent to all representatives invited to add or make new comments.

Technology that could be implemented in 3-10 years:

- Several things could happen very quickly such as mapping cities.
- Some new tech is already in existence, no need for special infrastructure. Examples around country of CAV used as car sharing schemes.
- Short-term implementation: less need for traffic signals. All areas should be fiber enhanced.
- CAV & ITS technology could be as simple as mapping apps that calculate the fastest route based on roadway conditions.
- "New" technology already exists, it's just a matter of what we are willing to deploy.
- CAVs will be used as shuttles/ride share schemes before they are available for purchase in the marketplace.
- Short-term implementation will be related to fiber expansion, ITS cameras, traffic signals, etc. No need for new/special infrastructure to accommodate certain technologies.

How CAV & ITS benefit the transportation system?

- Efficiency: Saving money and time for users.
- Land use change: Fewer parking lots will be needed, cut down on personal vehicles as vehicles will be shared.
- Potential for improved equity, will have to be an intentional act as new technologies are incorporated.
- No need to rely on traffic signs, connected vehicles would get that information online.

Challenges:

- Funding
- Public perception/privacy concerns/political roadblocks: can get resistance from politicians who make decisions on what is funded.
- The transition period when combining human drivers with AVs can be unsafe. Although it was mentioned that there is a lot of research being carried out, it is still unknown how humans and AVs will interact.
- Who controls the cycle of data? Generation,

A1

A2

A3

A4

A5

A6

A7

A8

aggregation, management: these systems will generate huge amounts of data.

- Power outages, power supply reliability: will affect the entire system that CAVs communicate which relies on data. Autonomy will take some adjusting.
- Regulations will be needed.

CAV & ITS as it relates to safety:

- ITS is about information and creating a better information flow for people who manage systems and who use the roads. ITS technologies are currently available in cars such as automatic braking, blind spot detector and parking assists.
- Need to test more CAVs on the road in heavily-traveled times to get a true test of safety.

CAV & ITS as it relates to environment:

- Congestion relief means less time idling and lower emissions.
- Could shrink road size (less resources used) because human error no longer present.
- EV batteries still use natural resources.

3. Other Discussion Items and Next PSC Meeting

- Jessica McNight will be replacing Cathy Coverston-Anderson from County Health who retired.
- Next meeting: Wednesday August 17th, 2022.

4. Adjourn

Mr. Lai adjourned the meeting at 2:25 p.m.

Meeting 6

Wednesday, August 17, 2022, 2:00 P.M. (In-Person and Virtual)

Room 324, McLean County Health Department

Members Present:

Dan Magee*, IDOT; Bob Nelson*, IDOT; Mike Gebeke*, ISU; Carl Teichman, IWU; Chuck Irwin, District 87; Ryan Otto*, ToN, Kevin Kothe, CoB; David Braun, Connect Transit

Others Present:

Robert Innis*, IDOT; Luke Hohulin*, County Highway; Jacob Smith, Connect Transit; Dr. Andrew Greenly*, Independent Consultant; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Tessa Ferraro*, Ana Mendoza, Tania Barreto

* Attended Virtually

1. Introduction

Mr. Jacob Smith, the new transportation Planner at Connect Transit introduced himself to the Committee.

Mr. Lai provided a summary of the work carried out during the past month.

- We are in the last few months of the plan development and working on the final draft. The Draft will be put out for public review at the end of August.
- The Plan will also be shared with the Technical and Policy Committees. None of the committees have been involved in the development process, however, they will participate in the final approval process.

2. Project Schedule Update (Ms. Sicks)

Content has been completed of all but two chapters (3 and 6), aspects such as photos and graphs are still being modified.

- Chapter 1: Introduction, it is done, but will be reduced.
- Chapter 2: Existing Conditions, general status of several services provided by different government institutions. Some of the comments from the committee were to add some content, which will be done during the public review period.
- Chapter 3: Foundation of Data, analysis of survey results, demographics information and population projections. Needs to be updated.
- Chapter 4: Focus areas, includes ideas from the survey and comments and suggestions from

A1

A2

A3

A4

A5

A6

A7

A8

focus groups. Identifies types of projects we can develop to make progress on priority issues.

- Chapter 5: Inventory of the vision goals and objectives and strategies. Goals focus areas are safety, sustainability, resilience, equity and economic impact. Also there is a section of how MCRPC operates related to the goals.
- Chapter 6: Inventory of projects we are planning to develop over the next 28 years. Calculations of project costs based on estimates will be included. This chapter is not ready yet, we have not received information.
- Chapter 7: Implementation, future of transportation, although it is not clear what will happen in the next 30 years. The plan would need to be a guidebook to make the entire system more resilient, sustainable and equitable.
- The Plan will be about 80 -85 pages long. It will be changed to InDesign format, so the final draft will have a different format than the one presented now. The InDesign Document will be used for the public review process.

3. Discussion

Public Survey Summary (Ms. Mendoza):

- The community survey was out between March 23th and June 30th at libraries, MCRPC website and it was advertised in different locations around CoB and ToN. 734 survey responses were received.
- Key findings:
 - Highest priority: repairing and maintaining existing roads; sidewalk installation and improvements; having an extended trail system; safety issues; 60% of respondents want Constitution Trail extended. 56% do not want to see any sparrows (shared routes)
 - Connect transit: 25% respondents use connect transit. 67% would like to see real-time electronic route information
 - People believe roads are safe for driving, however roads are considered less safe for walking or cycling.
 - Problems with roads, they are poorly maintained and have high traffic speeds.
 - Top roads of concern based on safety: Veterans Parkway, College Ave., Empire St., and Hershey Rd. The issue of major concern was poor road maintenance. For Veteran's Parkway the issue of major concern mentioned was infrastructure design.

Population Projections – Preliminary Outcome, Dr. Greenlee (PowerPoint was presented, refer to office file):

- Since 2010 McLean County has had a slower growth rate than in previous years. It is a major shift that needs to be accounted for. Growth rate between 1960 - 2010 was 1,714 people / year and between 2010 -2020 growth reduced to 138 people/year. Growth concentrated in Bloomington and Normal while other towns experienced a population loss.
- Assumptions: overall, it is assumed that what the US looks like now is going to look like in the next 30 years regarding economic stability, no major changes in public policy and freedom of mobility.
- American Community Survey data was used for the projection, as 2020 Census data has not yet been released. Census data will be released in May 2023.
- Population ACS data from 2015 to 2020 shows a slight population loss in McLean County.
- Population projections for 2050 were carried out using three methodologies: Hamilton-Perry, Cohort Component and Cohort Component High Migration.
- Dr. Greenly believes the most probable scenario will be the last (Cohort-Component High Migration) which indicates the population by 2050 in the county will be 165,078 with a low and high range of 149,673 and 181,898 respectively.
- Final takeaways, these projections have greater than usual uncertainty due to decennial census data not yet being available. This data does not yet reflect the recent boom in employment in the County and the high migration to supply for those new work opportunities. The region must continue to account for a growing aging population.

4. Other Discussion Items

No additional discussion items.

5. Next PSC Meeting

Wednesday September 21st, 2022. However, Mr. Lai and Ms. Sicks and other PSC Members might be attending the IDOT Conference.

6. Adjourn

Mr. Lai adjourned the meeting at 3:15 p.m.

A1

A2

A3

A4

A5

A6

A7

A8

Meeting 7

Tuesday, September 20, 2022, 3:00 P.M. (In-Person and Virtual)
Room 322, McLean County Health Department

Members Present:

Dan Magee, IDOT; Bob Nelson, IDOT; Carl Teichman, IWU; Chuck Irwin, District 87; Jerry Stokes*, County Highway; Ryan Otto*, ToN, David Braun, Connect Transit.

Others Present:

Luke Hohulin*, County Highway; Jacob Smith, Connect Transit; MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Anthony Yamzon.

* Attended Virtually

1. Introduction

Mr. Anthony Yamzon, the new Stevenson Fellow at MCRPC introduced himself to the Committee. Mr. Lai provided a summary of the work carried out during the past month.

Project Schedule update:

- We are on schedule; the Draft Plan is out for public review and comments.
- We have received a few comments from the community. Not all comments will be included in the Plan, however all will be considered.
- If PSC members have any comments, let us know by October 17th.

2. Draft Chapter 5 – Goals & Objectives (Ms. Sicks)

- The presentation was prepared so that committee members have a better understanding of goals proposed in the Plan.
- The structure of the Goals was explained, each goal has different objectives, strategies to achieve the goal, tasks, targets and performance metrics to measure the progress.
- There are seven main goals listed in order of priority: Safety, Sustainability, Resiliency, Equity, Economic Impact and Optimized Practices and Operations. Each of the objectives within the goals were presented (Please refer to PPT file).
- Question: Would there be an annual report that includes the progress on each goal? Answer: Yes, we are developing a document to track progress of goals and objectives.

3. Other Discussion Items?

Mr. Lai: last week, MCRPC submitted the SS4A Grant application (related to transportation safety). He thanked committee members for their support during the application process. If MCRPC receives the money, it will be used to expand the Go:Safe Plan. As previously mentioned, Safety is one of the seven goals of the MLRTP 2050.

4. Next PSC Meeting

Next meeting: Wednesday October 19th, 2022. However, Mr. Lai will confirm the date and time.

5. Adjourn

Mr. Lai adjourned the meeting at 4:00 p.m.

Meeting 8

Wednesday, October 18, 2022, 2:00 P.M. (In-Person and Virtual)
Room 322, McLean County Health Department

Members Present:

Dan Magee, IDOT; Bob Nelson, IDOT; Mike Gebeke*, ISU; Carl Teichman, IWU; Chuck Irwin, District 87; Stan Gozur*, Unit District No. 5; Jerry Stokes*, County Highway; Ryan Otto*, ToN, Kevin Kothe, CoB; David Braun, Connect Transit.

Others Present:

Jacob Smith, Connect Transit; Robert Innis*, IDOT; MCRPC Staff – Raymond Lai, Jennifer Sicks, Ana Mendoza, Tania Barreto, Katie McShane, Anthony Yamzon.

* Attended Virtually

1. Introduction

- Mr. Lai mentioned that we are on the final weeks of the Plan's development. If the plan is approved by the Transportation Technical Committee (TAC) and the Transportation Policy Committee, which will be held during the next two weeks, this committee will not need to meet again.
- There will also be a public hearing on Friday, October 21st during the TAC. The hearing will be the last chance for people to make comments/suggestions to the draft plan.
- Mr. Lai thanked for all committee members for their work and comments on the Draft MLRTP 2050 during these past few months.

2. Project Schedule Update

- Mr. Lai noted that the draft plan is an integration of many components e.g. public outreach and engagement, project steering committee, focus groups, data collection and analysis, etc.
- Ms. Sicks further explained the different components of the B-N MLRTP 2050 including:
 - Existing Plans - the State Long Range Transportation Plan, federal documents and previous local municipal plans. Ideas such as safety, resilience and sustainability are part of those plans and main goals of the proposed MLRTP 2050.
 - Data collection and analysis - MCRPC hired an external consultant to do a population growth analysis. Factors such as population growth due to Ferrero and Rivian expanding their plants in Bloomington and Normal were considered.
 - Public outreach and engagement - This was a big part of the plan. Strategies developed to encourage the community to take the survey include:
 - Distributing flyers during public events such as farmers market, parks events. Flyers were also posted at local shops. An effort was made to reach out to several areas of the city to capture the diversity of the local community.
 - The 45 days of the public review period just concluded. We received a few comments that will be included in the Appendices section.
 - Focus Groups and PSC Meeting: Appendices will also include data collected from Focus Groups such as CAV & ITS and Commerce and Freight Focus Groups.
 - Main themes in the entire report have to do with land use which is a common theme mentioned in local plans. The approach for managing development is by emphasizing compact development starting with infill areas and areas within the city and town that have access to services.

Questions by PSC members:

Q. Once the Plan is approved, will there be hard copies distributed to the public? **A.** There will be hard copies at MCRPC, the Bloomington and Normal Libraries. The plan will also be posted on MCRPC's website. No hard copies will be distributed to the public.

Q. Did we get many public comments? There were six comments received. **A.** They were about climate change adaptability, questioning B-N growth area, and someone thanked for the study that will be developed about Veteran's Parkway. We will also see if someone makes a comment on Friday's Public Hearing. If any comments are made, those ideas will be considered and added to the plan.

Q. Is there any mention about e-bikes? **A.** Yes, in the section where we talk about new technologies. There has not been a formal introduction to an e-bike plan by the City or Town. However, people are starting to use them. There was an accident in ISU where a pedestrian was fatally injured by an e-bike. ISU is currently working on an e-bike plan to identify areas where those bikes will be allowed. One of the main problems mentioned by the community is the speed at which they travel. People need to consider that e-bikes are heavier than traditional bikes and in a collision, the potential damage can be higher.

3. Other Discussion Items?

- We have not discussed Electrical Vehicle Takeoff and Landing (EVTOLs) in detail. They would need to be considered on the next plan.
- Mr. Lai mentioned that this planning process started in March 2022, but staff has taken about a year to prepare this process in advance. It has been a team effort by all at MCRPC.
- A committee member acknowledged the work put in this document by staff. It is well thought about and well written. Additionally, it was mentioned that MCRPC did a good job collecting ideas and points of view from different organizations and different members of the community.
- Ms. Sicks reminded committee members to review Chapter 6 of the plan, related to future projects, as that was recently sent out for comments.

4. Next PSC Meeting

As mentioned, if the Plan is approved on the next Transportation and Policy Committee meetings, there will not be further PSC meetings. Mr. Lai will send all members an e-mail to confirm.

5. Adjourn

Mr. Lai adjourned the meeting at 3:00 p.m.

A1

A2

A3

A4

A5

A6

A7

A8

Focus Group 1. Public Transit

Meeting Notes

Tuesday, April 12, 2022, 3:30 P.M.
In Person and Virtual (Government Center, 115 E. Washington St., MCRPC Office)

Present

David Braun, Connect Transit; Shelly Perry, Connect Transit; Carrie Baily, Connect Transit; Laura Dick *, SHOW BUS

Others Present

MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Call to Order

Mr. Lai, called the focus group to order at 3:35 p.m.

2. Attendance

See above

Attendees that were present in person and virtually introduced themselves to the focus group. MCRPC staff also introduced themselves.

3. Meeting Advisories and Ground Rules

Ms. Sicks: participation in the focus group is anonymous. No one will be quoted in the plan and MCRPC will not share specific information with others. A list of the participants from all the focus groups will be included as an Appendix in the plan.

4. Goals for the Group

Ms. Sicks: the objective of the focus group was to obtain formation, challenges and concerns of the services provided by Connect Transit and SHOW BUS. Information collected will be used in the development of the Metropolitan Long Range Transportation Plan (MLRTP) 2050.

5. Overview of services and service areas of public transit options, Connect Transit and SHOW BUS

Connect Transit:

- Connect Transit was created via an intergovernmental agreement in 1972. It is an independent agency governed by a board of trustees appointed by the City of Bloomington and the Town of Normal.
- The system operates a fixed-route service with

39 buses and a connect mobility service with 19 vehicles. The connect mobility service is designed for people with special needs who cannot access the fixed routes.

- There are 15 fixed routes; their service is constrained by the B-N corporate limits. Routes operate at 30 min. intervals on peak hours and at 1-hour intervals during off-peak hours.
- Four electric buses have been ordered and will be delivered soon, eight more will be delivered at the end of 2022 and five more will be delivered in 2023. This means that by 2023 50% of Connect Transit fixed-route buses will be electric. The only constraint mentioned electric buses have, is the range they can achieve. Therefore, routes will be revised and electric buses organized in routes where they can arrive safely to stations to recharge.
- Funding comes from the CoB and ToN among other resources.

SHOW BUS:

- Show Bus was created in 1978 specifically for special population in rural communities of Counties in the central part of IL. It is a non-for profit organization that serves the vulnerable. The system started serving counties of Kankakee, Livingston and McLean and currently it operates in the rural areas of 9 counties: De Witt, Ford, Iroquois, Kankakee, Livingston, Logan, Macon, Mason and Mclean. It is believed to be one of the best systems of such nature in IL.
- The system is funded through grantees
- Show bus offers two types of service: fixed routes and a door-to-door service. Currently because of the driver shortage, all riders need to call to reserve a seat before the ride and services run only if there are reservations. The door-to-door service works in a similar way, by having customers who cannot access the specific fixed-routes make reservations and if they qualify, a bus will pick them up where they need.

6. Concerns and challenges regarding public transit service

Connect Transit:

- The number of Connect Transit users decreased

A1

A2

A3

A4

A5

A6

A7

A8

during the pandemic, however numbers are now increasing. As of April 2022, the system has on average 300 pass/day compared to 330 pass/day on pre-COVID times

- Funding is not always paid on time by the State of IL

SHOW BUS:

- There is currently a lack of trained drivers, which has resulted in SHOW BUS having to cut back on some routes and to require reservations to run any of the fixed-routes services. New legislation requires drivers to be certified even if they have driven as part of a public transit system before.
- Show Bus did well during COVID, however during the past nine months, the system has lost drivers and staff.

7. Ways to increase service availability

Connect Transit:

Connect Transit is considering a number of projects that have the potential to help increase transit ridership.

- Build a Transit Center in downtown Bloomington, this is in addition to the existing Transit Center in Uptown Normal. Some of the ideas that will be included in the design are having space to hold several buses at a given time, accommodate people with different types of disabilities, and having plenty of natural light and green spaces within the building.
- Approach Rivian about transit services and expand routes to the plant, perhaps at 30 min.

intervals on peak hours.

- Expand routes to neighborhoods that do not have access, focus provision to areas that have higher concentrations of lower income households.
- Sponsor a Van Pool service, for people to drive themselves with others to work and back. Connect Transit is planning to sponsor vans with a capacity of 14 people. The idea is that vans are used by population living in areas where connect transit does not serve. To get a van to travel to work, people will have to submit their interest.
- A new project of trunk lines and feeder buses is being considered. The objective is to have a fast bus services running on specific routes across the B-N corporate limits and have other smaller buses feeding into the faster routes. The faster buses will run mostly through main streets where they can achieve higher speeds and the feeder lines will run through neighborhoods collecting passengers to connect them with the faster service.

SHOW BUS:

- Still in process

8. Summary

Participants were made aware of the survey and they were asked to support the MCRPC by helping distribute it to the community.

9. Adjourn

Mr. Lai adjourned the focus group at 5:00 p.m.

A1

A2

A3

A4

A5

A6

A7

A8

Focus Group 2. Health and Social Services

Meeting Notes

Wednesday, April 13, 2022, 2:00 P.M.
In Person and Virtual (Government Center, 115 E. Washington St., MCRPC Office)

Present

Sheila Greuel*, East Central Illinois Area Agency on Aging Community Liaison Consultant; Betsy Kurtenback*, Advocates for the Disabled Community; Carrie Bailey*, Connect Transit; Shelly Perry*, Connect Transit; Conan Calhoun*, Life Center for Independent Living; Sally, Gambacorta*, Carle BroMenn Medical Center; Laura Dick*, SHOW BUS; Holly Philips*, Homes of Hope; Cathy Coverston-Anderson, McLean County Health Department; Erin Kennedy, OSL Health Care Medical Center.

Others Present

MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

* Attended Virtually

1. Call to Order

Ms. Sicks, the Senior Transportation Planner at MCRPC, called the focus group to order at 2:05 p.m.

2. Attendance

See above. Attendees that were present in person and virtually introduced themselves to the focus group. MCRPC staff also introduced themselves.

3. Meeting Advisories and Ground Rules

Ms. Sicks: participation in the focus group is anonymous. No one will be quoted in the plan and MCRPC will not share specific information with others. A list of the participants from all the focus groups will be included as an Appendix in the plan.

4. Goals for the Group

Ms. Sicks talked about our transportation system's Vision and explained participants they were going to be asked a series of questions to identify where gaps are and possible solutions to improve transportation to access health care and to a healthy living. Responses are to be based on their experience and their unique perspectives from their places of work. Information will be used in the development of the Metropolitan Long Range Transportation Plan (MLRTP) 2050.

5. Gaps Barriers and Constraints

Set of Questions:

- Are these gaps due to lack of accessible options?
- Are there gaps that primarily impact people with limited incomes?
- Potential public-private arrangements that could resolve access limits?
- How can institutions & providers collaborate to broaden transportation options?

Comments:

- Multifactorial such as limited access to accessible vehicles
- Education, in the sense of the community being aware of all the options for transportation available to them.
- Income is a factor preventing people using the systems available. During the pandemic people were not charged to use the bus, so a way to identify if income is a deterrent would be to analyze if there was an increase in ridership during that time.
- Difficulty in offering accessible transport, an example was given of a local taxi company, the owner invested in a bus to transport people with special needs. However, because the bus consumes more gasoline than other vehicles, drivers were reluctant to use it because they are required to pay for the gas they consume. In the end, the company owner gave up the bus and that company no longer offered the service.
- It is difficult to get accessible transportation i.e. when patients are being discharged from hospitals at hours when existing public transport options are not available.
- By having finance to operate an accessible van or bus. Also, having drivers qualified to run it.
- Having a Central Hub, the lack of knowledge about services provided can be a "customer service issue". Accessible vehicles are strongly needed starting from paratransit to 88 accessible vans. However, everything is in an extreme silo effect: sometimes people need a service and when calling a specific organization, they would only mention they don't offer the service, but the company does not usually

A1

A2

A3

A4

A5

A6

A7

A8

direct the client to an organization that does offer the required service.

- Idea: have a central hub where people can call, identify their specific needs so they can be directed to the service that best works for them. Instead of having people calling several different organizations, information about all services will be together in one hub and it will serve all people, not only those with disabilities. This hub will also serve to identify the needs of the services offered, for example, having a clear understanding of all the options available in one zone, the need to increase the number of a specific service such as accessible vans or buses in a specific area. The idea is to organize at a regional level, such as the region of McLean County rather than at a State level.
- Having frequent buses running during the day: a reason why people are not riding buses can be related to the timing of transportation service and people's independence. Basically, people want to be able to travel at the time they want and that is not the case with buses. Timing is also important because some people have special needs such as hours in which to eat, or to take their medicine and bus times do not always align with customers' requirements. The idea given is to re-think the type of services provided. As an example: Coles County's ZIP Line route was mentioned. The service is constantly running every hour from 8am to 5pm every day. Consequently, people have more options to take the bus at a time that is more convenient. A similar service could be applied to the rural areas.

6. Supportive Transportation

Set of Questions:

Describe the general characteristics of people you serve or represent who need more supportive options...

- A. Due to physical constraints
- B. Due to cognitive constraints
- C. Due to mental health challenges
- D. Due to limited incomes or limited time

Comments:

- Making guides accessible to all regardless of the disability, i.e.: people who cannot read have the option of getting to the information through voice recognition.
- Connect mobility App: Colors are good for

people that have disabilities. For people that cannot read the information, it does have a voice recognition mode.

- Education: there was a program run by Connect Transit called "Connect U", it worked as a class for people on how to ride a bus and it was designed to educate people on their fixed routes and connect mobility services. Depending on the type of customers that were getting the class, explanations were given related to the fixed-route or the connect transit service. Connect Transit is re-launching the program as it was stopped during the pandemic.

7. Making Options Known

Set of Questions:

- A. How can we improve the distribution of information regarding existing services and their options?
- B. Is there a role for a community-wide resource that can guide transportation seekers to their best options, based on their specific needs?
- C. How can the health and social services community assist transit providers in expanding their services and/or service areas? (Who is not being served)

Comments:

- Having one guide where all services available to the community are included, the idea is to include information about all services in the "Connect Transit Riders Guide". Instead of having information only about Connect transit services, include information about SHOW BUS and other services. These "Riders Guides" can be distributed printed and online. Additionally, consideration would need to be given to making the guide accessible to all regardless of the disability, i.e.: people who cannot read.
- Grocery stores could offer free delivery to communities in need: such as what was done during COVID
- Mobile fruit and vegetable store: a mobile unit of grocery store can be put together so that it goes around the community, specially to places that do not have easy access to a store.
- Involve bus services in the delivery of things like groceries: buses that are running their normal routes could be used to deliver groceries to people that cannot access the stores, delivery could be done at bus stops. There would be

A1

A2

A3

A4

A5

A6

A7

A8

no money exchange required between grocery stores and the bus service. It worked well during covid and Focus Group participants mentioned that they do not recall having major issues with the service. However FTA asked for the service to be stopped from January 2022.

- Bus service delivering meals: In another example, participants mentioned that rural public transportation collaborated with meals on wheels to deliver meals. However, there are now a list of standard companies doing the deliveries need to comply with, that make it impossible to continue with the service.
- Eliminating bus fares: Rural transportation could have no fares. Revenue from fares is very low anyway. So with advocacy, perhaps the state government can accept not charging.
- Having strong advocacy: important to help organize these types of services. Several of the above mentioned programs started during COVID and sometimes things that start during an emergency can have a continuity. It is a matter of people organizing to advocate for special services.

8. Additional Ideas

- Complaints and suggestions from the community for transportation service providers: expansion of operating hours, better way to call for a ride, expand services out of town, accessibility of the service, affordability of the service, types of trip needed, medical outside the county, employment, social service appointments and social engagements. Having on-demand service either curb or curb or door-

to-door.

Needed timeframes:

- Weekdays: 7am to 5pm; 5pm to 10pm and after 10pm
- Weekends: 7am to 5pm; 5pm to 10pm and after 10pm
- The pandemic showed us that things can be done: several services were put in place during the pandemic which demonstrates that there is the capacity and the budget to carry them out. There needs to be a system change and priority given to serve those in need. Changes have to go through the Feds and a way to get to them can be through the Administration of Community Living (ACL) if looking at populations with disabilities. Another agency that can be involved is the DOT.

9. Summary and Final Remarks

- Participants were made aware of the survey and they were asked to support the MCRPC by helping distribute it to the community.
- Ms. Sicks will send a PDF of the survey in the three different languages to all participants in this Focus Group.
- Everyone in this group will be invited to the next Transportation Advisory Committee (TAC) Meeting (held on the 2nd Wednesday of every month at 2:00pm).

10. Adjourn

Ms. Sicks adjourned the focus group at 3:40 p.m.

A1

A2

A3

A4

A5

A6

A7

A8

Focus Group 3. Pedestrian and Bicycle

Meeting Notes

Wednesday, May 11, 2022, 10 A.M.
In Person and Virtual (Government Center, 115 E. Washington St., Room 404)

Present

Patrick Dullard, Friends of Constitution Trail; Kenneth Bays, CoB Police; Matt Lane, McLean County Sheriff's Office; Mercy Davison, ToN; Ryan Otto, ToN; Liam Owens, ToN; Caitlin Kelly, ToN; Kevin Kothe, CoB; Philip Dick, McLean County; Kellie Williams, McLean County Wheelers; Aaron Woodruff, ISU Police; Shane Hill, McLean County Unit District No. 5; Brian West*, McLean County Highway Department; Kevin McCarthy*, Lake Run Club; Robert Moews*, CoB Parks; Derri Kerrick*, CoB Parks; Shane Hackman, ToN Police; Brian Evans*, Bloomington Public Schools District 87.

Others Present

MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Katie McShane

Representatives of companies invited, but not present

McLean County Parks, ToN Parks, Bike BloNo

* Attended Virtually

1. Introduction:

All attendees introduced themselves.

2. Meeting Advisories and Ground Rules:

Ms. Sicks explained that participation in the focus group is anonymous. No one will be quoted in the plan and MCRPC will not share specific information with others. A list of the participants from all the focus groups will be included as an Appendix in the plan.

3. Goals for the Group:

Ms. Sicks explained our transportation system's vision and explained to participants they were going to be asked a series of questions to identify where gaps are and possible solutions. Responses are to be based on their experience and their unique perspectives. Information collected will be used in the development of the Metropolitan Long Range Transportation Plan (MLRTP) 2050.

4. Good/Bad Locations for Pedestrians and Bike Users

a. Identify locations that you think are dangerous for pedestrians and bike users:

- Veterans Parkway, crossing and being there. It is a little better when there are cross-walks and refuge islands for pedestrians.
- Empire St. is also difficult to cross.
- Crossing Main St. is a challenge, specifically to the west side
- College Ave. corridor through campus.
- 95% of bicycle users think streets in B-N are dangerous, users are afraid to cycle
- We do not have enough bike lanes and they are not always connecting
- A painted stripe as a bike lane is still considered dangerous by most users.
- Successful bike lanes are those that have a physical separation with the main traffic lane.
- There needs to be education to drivers but the vulnerability of cyclists and pedestrians is that cars are too close. Although having a bike lane is better than nothing.

b. Identify locations for pedestrians and bike users where accommodation for these modes is successful and should be applied to other locations:

- Constitution Trail when crossing Empire St. or when crossing the less busy streets.
- Improvements on Front St.: Incorporating traffic calming strategies such as stop signs and refuge islands for pedestrians gave good results.
- Bike lanes from Hudson to B-N are a blessing! It would be useful if the bike lanes are extended north to the Lakes, so people can do long rides.
- Rivian Parkway has a wide shoulder to ride on, it is almost like a bike lane.
- Uptown Circle: it used to be a freeflow traffic intersection. Now the circle helps slow cars down so that pedestrians and cyclists have a chance to cross.
- Underpass to cross Veterans Parkway along Constitution Trail (between General Electric Rd. and Jumer Dr.), there are hundreds of pedestrians and cyclists that use it every day.

c. What/which locations would deem highest priority to increase active transportation safety?

- Road conditions do make a difference when cycling i.e. pot holes, roads being icy
- Anywhere where we can find places for trails. The safest places for bikes and peds are far from cars.
- Morrissey Dr. north of Veterans Pkwy: IDOT has in their multi-year plan to do something in that stretch. There needs to be bike accommodation for people to ride to and from jobs, not just for recreational purposes. Proper advocacy with IDOT would be required so that that road is designed properly.
- Veterans Parkway and Empire St. There are people that walk along Empire St and cross Veterans Pkwy even though there is no infrastructure to do so.
- IDOT is proposing phase 1 for the Route 9 Improvement Plan. The Plan includes a side path on northern-side of Empire St. to cross Veterans Pkwy. However, it will be a few years before it gets done.
- Main St. and College St. in Normal. There are thousands of students crossing the intersection every day.
- DOT is currently working on Main St. We should be more vocal and say we have a large vested interest in this project.

d. What would you rate overall the pedestrian and bicycle network and why?

- It is difficult to give one rating as roads are different. i.e. the older part of town is more pedestrian friendly and connected than the new part.
- Neighborhoodwise the network is 'well connected', problems arise when connecting at larger scales: i.e. between neighborhoods or regionally as connections do not exist. Perhaps because those parts grew during the post-war era.
- Having accessibility around the City or Town by trails would make people feel safe and encourage them to use alternative transport modes. Otherwise, driving becomes the preferred option.
- Downtown and Uptown are walkable, but not many other areas. Connecting the trails will be useful for people to get around town.
- Bike infrastructure is better than pedestrian infrastructure. Pedestrian infrastructure tends to disappear. Sometimes, although distances are short, the fact that there are no-pedestrian

- sidewalks prevents people from walking.
- The City of Bloomington has a sidewalk masterplan, they are working on implementation however, it will take several years to complete. Additionally, sidewalks are constantly changing and need to be upgraded. **A1**
- The Town of Normal has a sidewalks rating project. The project should be completed by the end of the summer. Sidewalks will be rated for ADA compliances. **A2**
- Everyone pays attention to trails, we should think about wheelchair access.

5. How Do We Support Walking and Bike Use as Transportation Alternatives?

a. How do you feel about the ability to walk/bike/roll safely in B-N now and what can be done in the future to mitigate any safety concerns you might have?

- Changing of behavior of drivers, cyclists and pedestrians. **A3**
- Educating the community to use crossing appropriately and drivers to stop or slow down when approaching pedestrians or bikes. **A4**
- Low speed areas even without bike lanes feel safer than high speed roads
- The ToN has incorporated a few traffic calming options that have worked well and in general help bring car speeds down. i.e. curb extensions, refugee islands. **A5**
- Recently did Gregory St., striped some parking, since the striping went down, there are no complaints from residents.
- Sharrows were incorporated in Constitution Trail crossings. They seem to be making an impact as cars and bikes are slowing down. **A6**
- The uncertainty of having to stop or not makes cars, pedestrians and bikes stop or slow down at intersections.
- ToN continues to identify road diet alternatives; a common option is traffic bumps.
- Not all streets have the option to incorporate traffic calming options such as refugee islands because of their high traffic volumes. It is particularly difficult when having 4-lane roads. **A7**
- There is hesitancy on having stop signs for cars as they do not always stop and pedestrians may have a false sense of safety.
- The City and Town have low car speeds. This is a good characteristic that should be maintained. **A8**
- Signs should be put on Constitution Trail for bikes and pedestrians to slow down/stop at

intersections.

- Yield to pedestrians signs cannot be put on Constitution Trail street crossings because it is not State Law.
- Tactical Urbanism: can be a way to incorporate and test a few safety solutions using removable objects such as cones and paint.
- CoB used Tactical Urbanism principles during the Front St. renovation as a way to demonstrate people how the changes will affect the road.
- MCRPC has recently applied to two grants. If the grant is approved, CoB and ToN will be contacted to help incorporate traffic calming pop-up options.
- Connect Transit: sidewalks need to be incorporated, complementing stops.

b. How can we better provide pedestrian/bike access to all?

- Consider the top ten employers and ask: Are there safe routes for pedestrians and bikes to get to those destinations from all areas of the city?. Think about where people are coming from and where they need to go.
- Important to think about connectivity between transport modes when planning and encourage multimodal transportation.
- Final connections are also important, i.e. access paths from the public infrastructure (sidewalk) to buildings, providing bicycle parking. Lack of access paths is problematic for people with mobility issues.
- Bike and Pedestrian groups recognize the CoB and ToN are good partners to work with. Issues the City and Town face are lack of time and money.
- There are plans to build up the pedestrian and bike network but it will take years to complete.
- We could use Tactical Urbanism ideas to start testing ideas. Projects, such as spots that are difficult to cross could be identified and safety measures implemented.
- There is a grant program for safe streets. MCRPC will consider applying as soon as the NOFO becomes available.

c. How can we encourage people to walk and use their bicycles more?

- "Bike/Pedestrian Day": similar to Bogota, Colombia, a few streets could be shut down on Sundays for bike & ped use only. The idea would be to create a network from Uptown to

Downtown to promote cycling and walking. Bell St., University St. or Main St. in Downtown could be used. The project could start one Sunday every month and then increase to every Sunday if possible.

- Teaching people how to ride bikes: kids and adults. There are organizations that can train people how to ride bikes. Hand out lights for bikes.
- Bike donation program: there is a bike coop program, where bikes are donated and can be bought at low cost.
- Bike share program: there was one in the ToN however; the business is not there anymore. This is good to have for tourists, as bikes tend to be too heavy for everyday use. They need to be durable for people to use every day.
- E-scooters and e-bikes: we need to keep up with technology developments. People that were not able to ride might have a chance now.

6. The Impact of Infrastructure Condition and Utility

a. What is the Public opinion Regarding on-street bicycle lanes? Should we be creating a bike lane network encompassing Bloomington and Normal? Already discussed in previous sections.

b. Are there intersection/crosswalk design options for which there is evidence of improved safety for pedestrians?

- Offering longer walking times at intersections. Improving intersection/crosswalk design options, implementing refuge islands.
- Including scramble crossings: allow for diagonal crossing. People are more likely to wait for their turn to cross when they have the option to cross in any direction. There are a couple of those one of those in Bloomington.
- No right turn on red can be helpful, can be safer in the right conditions.
- There are several no right turn on red in streets close to schools and in streets where there were crashes.
- Having a crosswalk that is actually a speed bump. It will encourage drivers to slow down.
- Leading pedestrian interval: having traffic light that give cyclists and pedestrians a head start over cars when crossing the street.

c. How can we address pedestrian safety in rural areas?

- Widening the roads or the shoulders– people know they have to be more careful because cars tend to drive at higher speeds on rural areas.
- It is generally more dangerous for bikes and pedestrians than in urban areas. Trails can be the solution.
- Township commissioners are not good partners to work with. If they do nothing to improve conditions for cyclists or pedestrians, then they have immunity. So, they prefer to do nothing.
- It would be good to find a way to change their attitudes.
- An extension to Route 66 is being built – people will have a touristy trail.
- Pedestrians also play a role in their safety. They should be reminded that they need to be aware and not cross while on their phones.

d. What types of crosswalks/infrastructure/etc. is preferred for pedestrians?

e. What types of lanes/infrastructure/etc. is preferred for cyclists? Inexperienced cyclists?

- Both already discussed in previous sections.

7. How can we mitigate human error?

a. Can infrastructure effectively mitigate human failure?

- Telematics: Technology is more and more being used to grade people’s driving attitudes. i.e. phone usage, speed when turning at intersections, how much people are obeying speed limits, etc.
- Cars technology development: car manufacturers also want less crashes and are trying to pick up problems when driving.
- Autonomous vehicles manufacturers: cars should be able to identify a bicycle. They are in their infancy in technology.
- Invest in infrastructure: however that can years as infrastructure lasts decades, it is not like a car that lasts a few years. Trying to get infrastructure up with technology development may not me as feasible. It will implicate huge costs and will take decades.
- Cycling technology: it is also developing, bike devices will alert the cyclist of an approaching car before the cyclist can see it.

b. What steps are needed to educate users about atypical traffic controls, such as the mid-crosswalk sign at Constitution Trail and Mulberry Street in Normal?

- Already discussed in previous sections.

c. Is there an evaluation process for such locations?

- Evaluations are carried out as per request.
- Normally evaluations are done by observing. Staff or technicians go out, observe and periodically evaluate warrants for different traffic control requests or areas that have seen traffic increase. Evaluations are frequently done for various areas traffic, pedestrian and bicycle use.

8. SWOT Analysis

Strengths:

- Constitution Trail – safe for bicycles and pedestrians
- Community and government support
- Interagency collaboration
- Local agencies have a great relationship with IDOT and other granting agencies
- Complete Streets Ordinances
- The area is flat which makes it easier for cyclists and pedestrians to walk/cycle
- Planning documents from Bloomington and Normal

Weaknesses:

- Veterans Parkway cuts along entire community
- Funding and manpower challenges
- Having so many state roads (adaptations/ changes cannot be decided locally)
- We do not have a strong biking culture nor public awareness of bicycle safety. However, we do not have a culture of people hating bikes either.
- Lack of options to cycle/walk. Gaps in network
- Extreme weather conditions / difficult to cycle/ walk in winter/summer months.
- High vehicle dependency, difficult to change people’s behavior
- Rural transportation networks are not safe
- Types of vehicles circulating on rural roads (large farm equipment) can be dangerous

Opportunities:

- A lot more Federal and State grants will be available for the next five years.
- High gas prices, people could be encouraged to

A1

A2

A3

A4

A5

A6

A7

A8

use alternative modes of transport.

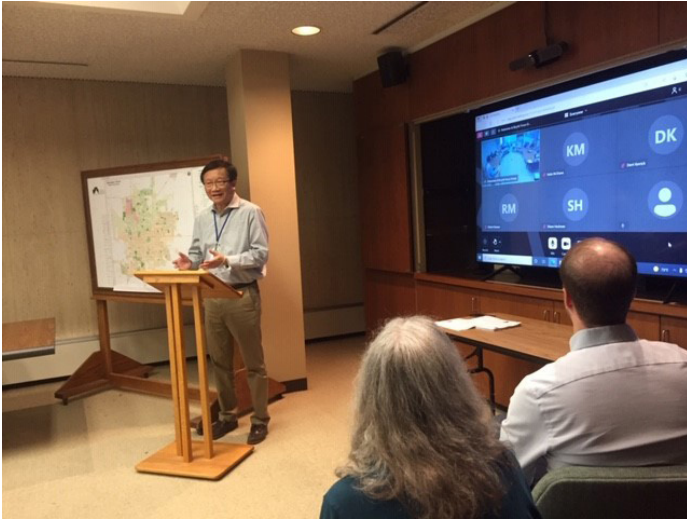
- There is an influx of people coming to work in new companies (Rivian, Ferrero), that can be expecting to bike.
- Opportunity to educate students
- We have supportive large employers
- Small business and promotions collaboration
- Alternative funding strategies where you can get money in addition to grants
- Ongoing and future studies
- ISU with their large student population can help a lot in adopting ped&bike safety measures.

Threats

- Politics, not only local politics but different political issues.
- Political prioritization and resource constraints
- Inflation
- Cars getting bigger and heavier, threat to safety and to the environment
- Cars being quieter

9. Adjourn

Ms. Sicks adjourned the focus group at 12:05 p.m.



Photos: Pedestrian and Bicycle Focus Group Meeting



A1

A2

A3

A4

A5

A6

A7

A8

Focus Group 4. Commerce and Freight

Meeting Notes

Wednesday, June 8, 2022, 8 A.M.
In Person and Virtual (CIRA Airport)

Representatives of companies present

Rusty Rich, State Farm; Stan Wilhoit*, State Farm; Arin Rader, McLean County Farm Bureau; Nick Duffle, BN Economic Development Council; Scott Kear, Rivian; Zach Dietmeier, Rivian; Justin Otto, Evergreen FS; Steve Kusch, Growmark; Chris Aranda, Nussbaum Transportation; Carl Olson, BN Airport Authority; Javier Centeno, BN Airport Authority; Carl Teichman, IWU; Laura Stollard*, Prairie Central Co-op; Erin Kennedy*, OSF Medical Center; Becky Richards*, OSF Medical Center; Cindy Hauk*, Carle BroMenn Medical Center.

Others Present

MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Tania Barreto, Tessa Ferraro, Cassidy Kraimer; Ana Mendoza, Katie McShane.

Representatives of companies invited, but not present

Nu-Way Transportation; SAIA; LTL Freight and Shipping Logistics; Estes Express Lines; FedEx Shipping; Norfolk Southern Railway, Union Pacific Railroad; McLean County Chamber of Commerce; Illinois Trucking Association, Brandt Industries; Bridgestone/Fire Stone B-N Manufacturing Facilities, Ferrero USA; Destihl Breweries, Zentech; The Garlic Press, Medici Restaurant; Jewel Osco (Albertstons Companies); Lowes Home Improvement; Common Ground Grocery; Lupita's Hispanic & American Grocery; Sugar Mama Bakery; Namaste Plaza; Carniceria Mexicana.

* Attended Virtually

1. Introduction:

Mr. Lai started the meeting at 8:05 AM. The main points mentioned were:

- The importance of Focus Groups. To collect information from the community in issues affecting them and their businesses.
- The need to see freight transportation as part of a larger transportation system.
- Importance of upgrading the LRTP 2045 to a newer version. The plan is used on a variety of occasions, i.e. when deciding on which projects

to pursue and to apply for grants.

- Representatives of all companies invited will receive a follow-up e-mail with the community survey for them to complete, share in their work place and people they know; and the same questions that were asked during the Focus Group, so representatives can make additional comments.

All attendees introduced themselves.

2. Meeting Advisories and Ground Rules:

Participation in the focus group is anonymous. Pictures were taken and the meeting was recorded. However, no one will be quoted in the plan and MCRPC will not share specific information with others. A list of the participants from all the focus groups will be included as an Appendix in the plan.

3. Goals for the Group:

To identify where gaps are and possible solutions related to commerce and freight transportation in McLean County. Responses were to be based on their experience and their unique perspectives.

4. SWOT Analysis

Questions to be considered:
Commerce, business activity and freight transportation. Does the transportation system support their businesses?

Strengths

- Highway Systems
- Geographic location
- Airport access
- Rail access
- Trail System – thinking of bicycles

Weaknesses

- Warehousing, there is nowhere to store goods once you bring them here
- Fuel Station exits
- Hospital patient transport
- Safety, there are roads in north Normal with a lot of truck traffic going to a warehouse (Rivian warehouse?)
- We should start to change our planning focus to larger logistics, there is not enough focus on bringing large shipments
- Efficient East-West vehicle access

A1

A2

A3

A4

A5

A6

A7

A8

- Drainage issues – having all weather roads
- Electric car charging stations
- No ability to bring containers directly from ports by rail. Mostly coming from Chicago
- Need to have wider shoulders on country roads for farming equipment, city sprawl to rural areas.
- Low bridge heights and wires. They are getting closer to trucks
- Lack of safety to access warehouses, lots of trucks accessing
- Truck traffic passing through residential zones in north Normal and in Towanda. In Towanda truck pass through the central park which is dangerous for kids.

Opportunities

- Technology – Electric Vehicles
- Autonomous vehicles, aircrafts
- Access to Rivian: it is difficult to get from I-55 over to Rivian Motorway and vice versa. It is easier to get from I-55 to I-74
- Smart Roads
- Lack of an inland intermodal facility – a truck and rail, multi user facility that could tie up with the Decatur facility.

Threats

- Road maintenance
- Competition from competing communities, if we don't develop something, some other community might and take our business
- Reputation of the State
- New or outdated regulations
- Infrastructure as a whole, new technologies
- Outdated buildings. Building environment not accommodating for existing needs

5. Small Group Sessions

a. Freight Group Discussion

Attendees: Stan Wilhoit*, State Farm; Arin Rader, McLean County Farm Bureau; Scott Kear, Rivian; Justin Otto, Evergreen FS; Steve Kusch, Growmark; Chris Aranda, Nussbaum Transportation; Carl Olson, BN Airport Authority; Laura Stollard*, Prairie Central Co-op; Erin Kennedy*, OSF Medical Center; Becky Richards*, OSF Medical Center; Cindy Hauk*, Carle BroMenn Medical Center.

1. How do people access your business? & 2. How do you transport goods to/from your business?

- Nussbaum Trucking is located on the north side of town. Trucks use the highway system from

the area.

- Elevators, they have several locations: some have year-round access but others such as Leroy or Arrowsmith, access can be only from the south which triples travel time.



Photo: Freight Group Session

- Airport passengers, regional customers arrive from interstates. A problem as people have to drive through municipal roads once out of the freeway. Those coming from Champaign go through Downs.
- Airport Cargo: Single largest employer is FedEx. FedEx has a Distribution Center at CIRA, they have 53-foot traffic trailers go to south Peru, Peoria and Champaign.
- Trailers have to go through the city to get up to the interstates because there is no interstate access from the east side of town. This works for the trucks but it is not ideal for the community. Trucks leave early in the morning and come back in the evening, 25-30 trucks a day, plus 6 tractor-trailers (10-12 during the holidays).
- Rivian has a warehouse in north Normal, they use Main St. to access it, a traffic concern they are aware of.
- Charters arrive every day and it is difficult to get from the east to the west side. To get to Rivian from the Airport, they use Veterans Parkway. The problem is that they pass a couple of schools.
- Rivian looked into driving through Towanda to avoid going through B-N, however, they need to pass through the center of Towanda and it takes longer.
- Truck stops and parking, question if current stations are big enough to handle the influx of trucks.

- Lack of east-west highway and interstate access to the airport. Trucks have to go through the city using local roads.
- A possible solution is to have access to Rt. 55 in Towanda without having to pass through the village. This will improve safety and be less expensive than other options.
- Truck-route map, can provide some guidance with safety around school zones. CoB and ToN should be encouraged to develop one.
- Growmark, most products parcels moved in trucks periodically. Operations are truck-in and truck-out.
- Rivian: All modes, truck in + out, rail in + out, parcels in and out and air daily.

2. What are some transportation issues you would like to see addressed?

- Roads and associated infrastructure
- Having wider shoulders to provide for farming equipment and safety for bicycles.
- East-West routes – connections to I-55
- There is no way around Towanda
- Rail-truck interconnection terminal. Given our geographic location and that we are the second population concentration in the state after Chicago. Logistics and distribution activities are a big opportunity for existing and new companies. Highway and rail access should be incorporated into one facility.
- CIRA and the EDC are doing a study on cold storage for perishable items such as flowers, vegetables, pharmaceuticals. There is an opportunity to develop an intermodal facility.
- Truck parking is problematic during the evenings.
- There is one travel facility coming to the community. One off Marcus St. in Normal. Another on Main and I-55.
- Safety reinforcement. No texting while driving should be enforced to all highway users, not only truck drivers.
- Lack of warehouse space

3. With transportation in mind, what would make your business more efficient? &

4. What are your present/possible transportation safety hazard concerns with your business?

- Truck parking,
- Accessibility to taxis and Uber

5. In what ways do you expect technology to alter the ways your business operates?

- Autonomous trucks are new but finding a space in the system. By 2050 we will see these technologies being used in the Midwest.
- Having electric car charging facilities built into the road system would be ideal. However, very expensive (\$1.2 million per mile)
- eVTOL (Electric Vehicle Take Off and Landing). A new carbon fiber electric aircraft that uses electrical power to fly. Two important applications. 1) Urban Air Mobility, considered the future of Uber, Lyft and car-sharing schemes in big communities (can fit four people). 2) Air Freight transportation, eVTOLs can carry up to two pallets. Operation will start with a flight crew but in the future they will be autonomous. eVTOLs can fly for up to one hour, and trips that take one-hour in a truck can take only 12 minutes in an eVTOL. The system is already here, and companies such as US and United Airlines have purchased several hundreds to be tested.
- Electric trucks have a 150 miles range.
- Farm equipment: large concern of speeding in rural areas.
- Trucks safety, ensuring passenger cars comply with road regulations.
- Aircrafts are getting bigger, companies will rather fly a large aircraft than several small ones. In the future, each cargo aircraft will generate more truck traffic than currently.
- Overall McLean County's location is good to carry out freight activities. It is close to Chicago and to St. Louis and in the center of the state. We need to exploit those characteristics.

b. Commerce Group Discussion

Attendees: Rusty Rich, State Farm; Nik Duffle, BN EDC; Zach Dietmeier, Rivian; Carl Teichman, Illinois Wesleyan/MCRPC



Photo: Commerce Group Discussion

A1

A2

A3

A4

A5

A6

A7

A8

1. *How do people access your business?*

- Interstate (University students)
- Local road network (employees, special events at university) (Road maintenance is important)
- Some bike and pedestrian access, but it is limited. Want to encourage more biking and walking
- Constitution trail. Needs better access from Illinois Wesleyan University and other businesses. Great resource but doesn't connect to all the necessary places in community
- Extending Connect Transit lines. 50% of Rivian employees live in Bloomington/Normal. New line received well
- Internal shuttles and shuttles from other communities. COVID-19 has changed and reduced the use of shuttles for some businesses
- Amtrak and airport use have increased
- Businesses could benefit from uptown and downtown being better connected

2. *How do you transport goods to/from your business?*

- Businesses ask how to get to interstate from local road network. Important in attracting new businesses to the area
- There is a lack of rail to directly connect businesses to their goods
- Without adequate rail you have to rely more on trucking
- It is important to consider multifaceted outputs coming from one business and the unique needs of each of those outputs
- Infrastructure that exists, such as rail spur, should be extended to meet the needs of inputs/outputs
- Shortening supply chain

3. *What are some transportation improvements you would like to see addressed?*

- Build out of mass transit
- Connect Transit lines often take 30 minutes for an individual to travel, ideally this should be 15 minutes
- The shuttle services that some employers provide are ending because employees are working from home
- Shuttle services come with extensive upfront and operating costs
- Parking standards and current zoning ordinances have overbuilt parking for commercial/retail
- Electric charging stations (5% of new vehicles

- purchased last year were electric)
- Desire for e-bikes and shared bicycles

4. *With transportation in mind, what would make your business more efficient?*

- Reliability of Connect Transit is good, but no second options for residents if transit fails
- Connect transit could have more frequent routes
- The impact of weather on transportation safety. Wind, rapid weather shifts in the winter, ice, super cold temperatures.
- Roads must be clear, healthcare can't stop because of bad weather. Roadways built with intention for future use and development
- How can roads support the long-term development of commerce in the urbanized area, these are needs that are 15+ years down the line that are difficult to anticipate
- Pipelines need to be in place because that greatly impacts new business growth

5. *What are your present/possible transportation Safety hazard concerns with your business?*

- General conditions of roads – funds are limited, weather has impacted quality of roads
- Paint on roads must be maintained
- Roundabout. The community and residents are not familiar with them but could be great solution in certain areas
- Yellow and red light runners
- Pedestrians “frogging” and misjudging driver speed or cars are speeding
- Common for State Farm employees to cross Veterans at lunch to access restaurants
- Lack of clearly marked pedestrian crossings (especially along Veterans Parkway)
- Lack of biking accommodations (especially along Veterans Parkway)
- Veterans Parkway function was initially as a bypass, its function has changed since then
- The bike trail along Route 66 needs a barrier near Towanda
- New technology/infrastructure/etc is scary and people may be at risk

6. *In what ways do you expect technology to alter the ways your business operates?*

- Gas prices will likely drive consumers to EVs
- Freight will likely transition to EVs and autonomous vehicles sooner than consumers
- Supply shortage won't last forever, people who buy new technology for transport will no longer

A1

A2

A3

A4

A5

A6

A7

A8

be considered “early adopters”

- Telehealth will see an increase
- 5G will change transportation infrastructure

6. Summary and Wrap up

Main ideas discussed:

- Having multiple options for transportation is important, currently we mostly rely on personal vehicles to access work, businesses.
- There is not much focus on walking, biking and taking transit, should be more available.
- For freight, more emphasis should be put on rail transportation. There is a heavy reliance in trucks because rail is not as efficient.
- Speed is a serious weakness of rail transport.
- How quickly can you develop and adjust rail infrastructure to current and future needs when we sometimes do not know what they will be.
- Reliability of Connect Transit, people should be able to get from one point to another in the city as quickly as possible.
- Having an Intermodal Facility in town
- Roads are built looking backwards. They are usually built based on past requirements not always looking at the future.
- Parking is not a big concern for small

businesses. Yet, the number of parking spots needed for shops is based on old requirements with a driving mentality.

- We would need electric charging stations in the future. They could take advantage of the parking areas.
- General conditions of roadways, upkeep and maintenance though all weather conditions.
- Need to eliminate trucks circulating in local areas. Lack of highway connectivity from East to West forces trucks to circulate through the city.
- Safety issues of trucks & farm equipment circulating on roads.
- Technology is tricky to talk about because it is difficult to predict its development and future needs.
- The eVTOL air transportat option will have two commercial operations. As urban taxis and for airfreight, for last mile deliveries.
- eVTOLs are in the market now, they are being tested and going through safety standard certifications.

7. Adjourn

Mr. Lai adjourned the focus group at 10:15 AM

A1

A2

A3

A4

A5

A6

A7

A8



Photos: Freight and Commerce Focus Group Meeting

Focus Group 5. CAV & ITS

Meeting Notes

Wednesday, June 29, 2022, 8:30 A.M.
In Person (Government Center, 115 E. Washington St., Room 404) and Virtual

Representatives of companies present

Melissa Miles, State Farm; Jon Hull, State Farm; Yanfeng Onyang, University of Illinois, Gary Sims, IDOT District 5; Luke Houlin, McLean County Highways; Wayne Hopper, Town of Normal; Phil Allyn, City of Bloomington; Isaac Chany, Illinois State University; Kevin Kothe, City of Bloomington, Jerry Quandt, Mobility Illinois (Illinois Autonomous Vehicles Association, ILAVA); Terry Heffron*, IDOT; Bob Innis*, IDOT; Michael Vanderhoof*, IDOT.

Others Present

MCRPC Staff – Raymond Lai, Jennifer Sicks, Gregory Huss, Ana Mendoza, Tania Barreto, Cassidy Kraimer.

Representatives of companies invited, but not present

Caterpillar, John Deere, Honeywell and Rivian.

* Attended Virtually

1. Introduction:

Mr. Lai started the meeting at 8:37 AM. Issues mentioned:

Objective of this Focus Group:

- Gather information about ITS and CVA to update the LRTP 2045, published in 2017 to a newer version.
- The same questions asked during the Focus Group will be e-mailed to all invitees for additional comments if required.
- All attendees introduced themselves.

2. Meeting Advisories and Ground Rules:

Participation in the focus group is anonymous. Pictures were taken and the meeting was recorded. However, no one will be quoted in the plan and MCRPC will not share specific information with others. A list of the participants from all the focus groups will be included as an Appendix in the plan.

3. SWOT Analysis

Ideas to consider:

- A. What capabilities do we have in McLean County and in the state?
- B. Do we have the capacity to adopt new technologies?
- C. How well prepared is the public sector to play in the digital role?
- D. Highly automated vehicles, what is currently available but understand what is being developed
- E. This plan has a 2050 vision but will be updated in 5 years.

Comments:

- Historically public sector was in charge of building and designing infrastructure that private sector would use. What is changing is the connectivity part: it is no longer clear if the responsibility is only of the public sector. Private companies such as Google Maps and Waze collect, understand & drive data.
- It's about digital infrastructure
- Role of public sector: how prepared we are to operate on that digital environment or coordinate information.
- If not prepared, private sector will take over. Private sector will digitize environment and operate on it. For now, public sector is left on the side.
- Lake County has one of the most advanced platforms in IL. They analyze their own data. For counties this means each will be collecting, storing and sharing their own information.

Strengths

- Best fiber networks that exists in country, for state. Next: Think how to use this in a digital environment.
- Extensive road network
- Rural roads have fewer variables in the network. Once you map the environment, there are not much variables.
- Presence of Rivian and EVs, puts our minds thinking forward on technology adaptation.
- Location, having universities, robust pedestrian environment, trails; provides different types of infrastructure to develop research

A1

A2

A3

A4

A5

A6

A7

A8

- opportunities and test technologies.
- McLean County very responsive. Have been doing partnerships with 911 dispatching. More going on than people realize.
- Fiber network very robust. Partner w/IDOT for traffic signals. Lots things happening.

Weaknesses

- Rural area: will be difficult with autonomous vehicles considering farming equipment. Urbanized area can be OK because it has the technology to handle changes.
- Road conditions, vehicle sensors are dependent on identifying existing environment.
- Public perception (acceptance and understanding). People are not aware of new technologies, difficult to communicate with public.
- Lack of Federal Regulations. No safety standards for Advanced Driver Assistance Vehicles. Higher automation vehicles being tested but there is no federal regulation.
- There are many startup companies that are not held accountable for safety. Public safety is not a top priority for them.

Opportunities

- Communicating/sharing data and ITS platforms between agencies (between public/public, public/private & state/county). Platforms need to get smarter, interconnected and Information shared for CAVs.
- Data has to be compatible with other counties to allow sharing, i.e. Columbus, OH has aggregation of information with ride share companies, infrastructure also feeds there. Information is shared with waze for public use.
- Infrastructure already in place for potential testing.
- How open to innovation are we in this area? (From public and capabilities perception). Other towns that were very open for innovation are now innovation hubs.
 - There is Bloomington-Normal Innovation Alliance (BNIA). Partners include local universities the community college, chamber commerce, CIRBN Network. Looking for projects. Alliance members want it to grow; any help they can get is welcome.
 - Are we really trying to be innovative? Are we willing to jump into experimenting in our community?
- Wireless/5G relationships with providers. The

- wireless infrastructure is great for testing
- Potential safety improvements for people inside & outside vehicles. We have risky behaviors during the past few years.

A1

Threats

- Road maintenance
- Cyber security, as data will be shared between agencies.
- Finding the right people and organizations to talk to can be problematic.
- Inactivity, competing communities for grant money. Other government organizations get grant money because they are experimenting. The longer we wait, the less chance we have to get money and test new technologies.

A2

A3

4. Discussion Session

1. To what extent do you think CAV and ITS are interrelated?

- There is no hard dependency. However, as progression towards higher levels of autonomy, CAVs & ITS are more dependent on each other.
- Ideally 100%. Vehicles are a node in a network. If a node is not connected to the network, the network cannot control it. In a mixed network w/ CAVs and human drivers, there are hundreds of independent decisions made on the infrastructure. The less 'controlled' a network, the less safe it is.
- Future of safety is dependent on their interaction
- CAVs are part of ITS

A4

A5

2. What CAV and ITS technology could be implemented in three years? Ten years?

- CAV running, experimenting shuttle services capabilities locally.
- Technologies exist, it depends on what locals are willing to deploy. What do we have the need in 3 to 10 years? There are companies (e.g. Waymo) capable of coming tomorrow to map our infrastructure and replace Uber and Lyft.
- No infrastructure is required. Vehicles only use cameras and LIDAR systems. Every time a vehicle drives, it re-maps data and uploads it to the system. The more CAVs, the more accurate data would be.
- Highly automated vehicles will not be available for purchase in the marketplace. Perhaps testing will still be happening.
- Lots of testing is done in non-snow climates.

A6

A7

A8

In winter, we try to get streets clean as soon as possible, potential problem for CAVs. Humans drive without lanes.

- CAVs testing have been done in Ann Arbor & Columbus with success. Also testing in MN for the past 4 years/, mostly successful. Companies are confident to move into winter environments.
- Still lots of issues, that is why this will not happen soon. Computer programs are not ready to anticipate all potential factors yet.
- Initially, CAVs will be implemented as fleets and ride share programs.
- Short term implementation: fiber expansion, ITS cameras, deployment of automated vehicle location systems, AVL, traffic signals, centralized traffic control systems (inter agency cooperation in urban areas). Parking availability system.
- In three years: need to understand who are potential users, experiment and get their feedback. Currently, we are guessing interaction and assume the users understand. Need more experiments even between pedestrians & CAVs.
- Studies of 'Take over-readiness' done in partnership with Michigan University - Interaction human behavior with CAVs. – there is still a lot to look in these ecosystems.
- People are not aware of what ITS and CAVs mean. Can be educated using examples of technology available now to demonstrate what industry is pointing towards and safety.
- Understanding the benefits, beneficial to accept changes.
- Cost savings and time savings are big issues for potential users.

3. How can CAV and ITS potentially be of benefit to the transportation system in our area?

- Build a IT platform that would be adaptable in the future
- Equitable access to transportation - senior population, low income families, people with disabilities, all have the right to access this 'safer technology'. Think how to achieve that.
- In Chicago there is a system: trip alert for data sharing, used to develop travel times. You can subscribe to the system, report and receive information about accidents, delays, etc.
- Challenge will be to develop & transfer information to CAVs.
- Benefits in land use changes, parking lots

will be potentially gone. Given autonomy and sharing, land use can be re-planned.

- Mobility will be a service, like an Uber, people might not need to have their own cars.
- Short-term: signs on streets, if we rely on connectivity of CAVs: some infrastructure will change - we will not need signals or signs anymore.

4. What potential delays and challenges do you expect?

- Lack of funding
- Public perception/privacy
- Public policy, political roadblocks
- Challenge of mixing human drivers with AVs. In 20-30 years, we will still have human drivers. Many unknowns with human drivers e.g. humans more likely to break the law.
- Public organizations in charge of infrastructure where CAVs will operate.
- Think how we develop a platform that will allow CAVs to operate.
- Supply chain. Entire life cycle of data: data generation, aggregation, management.
- Other transportation uses other than getting from Point A to Point B as quickly as possible. Some trips do not need to be shortest route; people want to appreciate scenery, etc.
- We could feed truck routes into 'system' e.g. google maps, waze.
- Weather, power outages
- Power supply reliability

5. How does transportation system safety inform technology development?

- Plenty of specific elements of both CAV and ITS that provide safety improvements. E.g. braking systems
- For CAVs lots still uncovered, e.g. CAVs to human interaction. Do they really provide safety benefit? Many cities they run CAVs between 12 AM to 6 AM, so not truly operating in real environments.
- ITS side, you can see safety is improved. E.g. in pedestrian spaces.
- Can see fewer instances of severe crashes.
- Incident note and notification. Better communicating to drivers, improvements in getting emergency services, secondary crash prevention.

6. What impact do you expect these technologies to have on the built and natural environment?

A1

A2

A3

A4

A5

A6

A7

A8

- Going full AV would alter need for signage, size of roads, etc. Signage would be digitized
- Lower CO2 emissions. Looking at cars at intersections, trying to move those with higher emissions faster from intersection.
- Variation of land use will be biggest change. You will not need all that parking. Will need curb management.
- EV batteries still use natural resources.

- Will need infrastructure to charge cars.
- Congestion relief. Lots emissions come from idling. ITS can help reduce congestion.
- Potential increase in VMT but less CO2 emissions.

A1

5. Adjourn

Mr. Lai adjourned the focus group at 10:40 AM

A2



A3

A4

A5

Photos: CAV and ITS Focus Group Meeting

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Four | Supporting Documents Existing Conditions

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Existing Conditions Additional References

Annual Reports, Capital Improvement Plans, Financial Statements

Documents linked below offer very detailed information about local government resources and expected projects and expenditures.

City of Bloomington

Capital Improvement Plan, 2017-2021

<https://www.bloomingtonil.gov/government/advanced-components/documents/-folder-110>

Bloomington Community Preservation Plan 2021

<https://www.thelakotagroup.com/projects/bloomington-community-preservation-plan/>

Comprehensive Plan, Bring It On, Bloomington

<https://www.bloomingtonil.gov/government/departments/planning-zoning/comprehensive-plan>



See Existing Conditions Folder

McLean County

Recommended Annual Budget, Fiscal Year 2023 (Calendar)

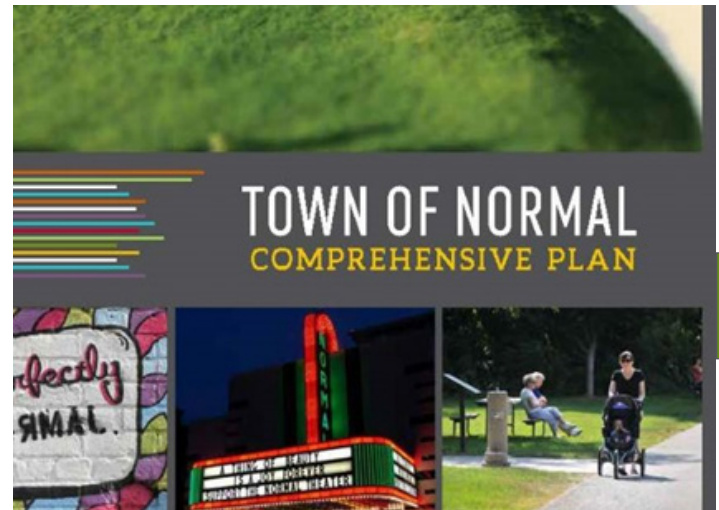
<https://www.mcleancountyil.gov/DocumentCenter/View/22635/Recommended-Budget-book---FINAL-2023---links>

Consult the Table of Contents for Departments of Interest

Town of Normal

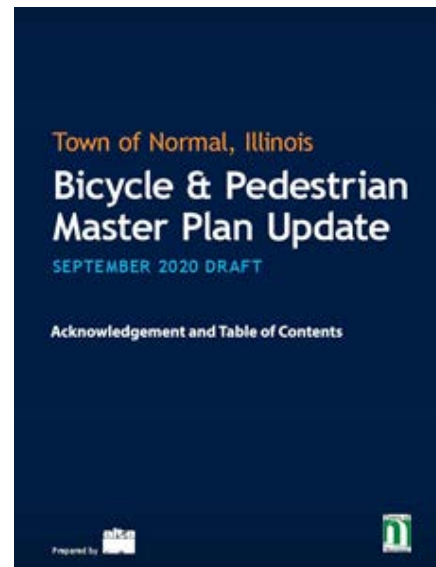
Comprehensive Plan 2040 Complete. Connected. Compact.

<https://d2gfvfkk60hy7j.cloudfront.net/file/692/Full%20Plan.pdf>



Bicycle and Pedestrian Master Plan 2020

<https://www.normalil.gov/1451/Bicycle-Pedestrian-Master-Plan-Update>



Annual Report, 2021

<https://www.normalil.gov/DocumentCenter/View/7440/Master-Annual-Report-PDF?bidId=>
Please refer to the Public Works & Engineering section, beginning on page 20

A1

Town of Normal, 2021-22 to 2026-27 Five-Year Operating and Capital Investment Budget

<https://www.normalil.gov/DocumentCenter/View/19729/2022-23-Final-Budget>
Please refer to department budget pages

A2

A3

A4

A5

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Five | American Community Survey/Census Questionnaire

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Table of Contents

American Community Survey 2018	5
American Community Survey 2019	18
United States Census 2020	32

A1

A2

A3

A4

Page intentionally left blank

A5

A6

A7

A8

American Community Survey

2018

13197017

U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU



THE American Community Survey

This booklet shows the content of the American Community Survey questionnaire.

Start Here

Respond online today at:
<https://respond.census.gov/acs>

OR

Complete this form and mail it back as soon as possible.

This form asks for information about the people who are living or staying at the address on the mailing label and about the house, apartment, or mobile home located at the address on the mailing label.



If you need help or have questions about completing this form, please call 1-800-354-7271. The telephone call is free.

Telephone Device for the Deaf (TDD):

Call 1-800-582-8330. The telephone call is free.

¿NECESITA AYUDA? Si usted habla español y necesita ayuda para completar su cuestionario, llame sin cargo alguno al **1-877-833-5625**. Usted también puede completar su entrevista por teléfono con un entrevistador que habla español. O puede responder por Internet en: <https://respond.census.gov/acs>

For more information about the American Community Survey, visit our web site at: <http://www.census.gov/acs>

→ Please print today's date.

Month	Day	Year
<input type="text"/>	<input type="text"/>	<input type="text"/>

→ Please print the name and telephone number of the person who is filling out this form. We will only contact you if needed for official Census Bureau business.

Last Name

First Name MI

Area Code + Number -

→ How many people are living or staying at this address?

- **INCLUDE** everyone who is living or staying here for more than 2 months.
- **INCLUDE** yourself if you are living here for more than 2 months.
- **INCLUDE** anyone else staying here who does not have another place to stay, even if they are here for 2 months or less.
- **DO NOT INCLUDE** anyone who is living somewhere else for more than 2 months, such as a college student living away or someone in the Armed Forces on deployment.

Number of people

→ Fill out pages 2, 3, and 4 for everyone, including yourself, who is living or staying at this address for more than 2 months. Then complete the rest of the form.

FORM **ACS-1(INFO)(2017)**
(03-14-2018)

OMB No. 0607-0810
OMB No. 0607-0936



A1

Person 1

(Person 1 is the person living or staying here in whose name this house or apartment is owned, being bought, or rented. If there is no such person, start with the name of any adult living or staying here.)

1 What is Person 1's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

Person 1

3 What is Person 1's sex? Mark (X) ONE box.

Male Female

4 What is Person 1's age and what is Person 1's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years) Month Day Year of birth

NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 1 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
Yes, Mexican, Mexican Am., Chicano
Yes, Puerto Rican
Yes, Cuban
Yes, another Hispanic, Latino, or Spanish origin - Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

6 What is Person 1's race? Mark (X) one or more boxes.

- White
Black or African Am.
American Indian or Alaska Native - Print name of enrolled or principal tribe.
Asian Indian
Chinese
Filipino
Other Asian - Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on.
Japanese
Korean
Vietnamese
Native Hawaiian
Guamanian or Chamorro
Samoan
Other Pacific Islander - Print race, for example, Fijian, Tongan, and so on.
Some other race - Print race.

Person 2

1 What is Person 2's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- Husband or wife
Biological son or daughter
Adopted son or daughter
Stepson or stepdaughter
Brother or sister
Father or mother
Grandchild
Parent-in-law
Son-in-law or daughter-in-law
Other relative
Roomer or boarder
Housemate or roommate
Unmarried partner
Foster child
Other nonrelative

3 What is Person 2's sex? Mark (X) ONE box.

Male Female

4 What is Person 2's age and what is Person 2's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years) Month Day Year of birth

NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 2 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
Yes, Mexican, Mexican Am., Chicano
Yes, Puerto Rican
Yes, Cuban
Yes, another Hispanic, Latino, or Spanish origin - Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

6 What is Person 2's race? Mark (X) one or more boxes.

- White
Black or African Am.
American Indian or Alaska Native - Print name of enrolled or principal tribe.
Asian Indian
Chinese
Filipino
Other Asian - Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on.
Japanese
Korean
Vietnamese
Native Hawaiian
Guamanian or Chamorro
Samoan
Other Pacific Islander - Print race, for example, Fijian, Tongan, and so on.
Some other race - Print race.

A2

A3

A4

A5

A6

A7

A8



Person 3

Person 4

1 What is Person 3's name?

Last Name (Please print) First Name MI

1 What is Person 4's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Husband or wife | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roomer or boarder |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Housemate or roommate |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Unmarried partner |
| <input type="checkbox"/> Father or mother | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Grandchild | <input type="checkbox"/> Other nonrelative |
| <input type="checkbox"/> Parent-in-law | |

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Husband or wife | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roomer or boarder |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Housemate or roommate |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Unmarried partner |
| <input type="checkbox"/> Father or mother | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Grandchild | <input type="checkbox"/> Other nonrelative |
| <input type="checkbox"/> Parent-in-law | |

3 What is Person 3's sex? Mark (X) ONE box.

- Male Female

3 What is Person 4's sex? Mark (X) ONE box.

- Male Female

4 What is Person 3's age and what is Person 3's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years)

Print numbers in boxes.

Month Day Year of birth

4 What is Person 4's age and what is Person 4's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years)

Print numbers in boxes.

Month Day Year of birth

→ NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

→ NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 3 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on. ↴
-

5 Is Person 4 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on. ↴
-

6 What is Person 3's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native — Print name of enrolled or principal tribe. ↴
-
- | | | |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. ↴ | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. ↴ | |
-
- Some other race – Print race. ↴
-

6 What is Person 4's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native — Print name of enrolled or principal tribe. ↴
-
- | | | |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. ↴ | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. ↴ | |
-
- Some other race – Print race. ↴
-



A1
A2
A3
A4
A5
A6
A7
A8

Person 5

1 What is Person 5's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Husband or wife | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roomer or boarder |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Housemate or roommate |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Unmarried partner |
| <input type="checkbox"/> Father or mother | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Grandchild | <input type="checkbox"/> Other nonrelative |
| <input type="checkbox"/> Parent-in-law | |

3 What is Person 5's sex? Mark (X) ONE box.

- Male Female

4 What is Person 5's age and what is Person 5's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years)

Print numbers in boxes.

Month Day Year of birth

→ **NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.**

5 Is Person 5 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on. ↴
-

6 What is Person 5's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native — Print name of enrolled or principal tribe. ↴
-
- | | | |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. ↴ | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. ↴ | |
-
- Some other race – Print race. ↴
-

→ **If there are more than five people living or staying here, print their names in the spaces for Person 6 through Person 12. We may call you for more information about them. ↴**

Person 6

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 7

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 8

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 9

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 10

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 11

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 12

Last Name (Please print) First Name MI

Sex Male Female Age (in years)



Housing

→ Please answer the following questions about the house, apartment, or mobile home at the address on the mailing label.

1 Which best describes this building?
Include all apartments, flats, etc., even if vacant.

- A mobile home
- A one-family house detached from any other house
- A one-family house attached to one or more houses
- A building with 2 apartments
- A building with 3 or 4 apartments
- A building with 5 to 9 apartments
- A building with 10 to 19 apartments
- A building with 20 to 49 apartments
- A building with 50 or more apartments
- Boat, RV, van, etc.

2 About when was this building first built?

- 2000 or later – *Specify year* –
- 1990 to 1999
- 1980 to 1989
- 1970 to 1979
- 1960 to 1969
- 1950 to 1959
- 1940 to 1949
- 1939 or earlier

3 When did PERSON 1 (listed on page 2) move into this house, apartment, or mobile home?

Month Year

A Answer questions 4 – 5 if this is a HOUSE OR A MOBILE HOME; otherwise, SKIP to question 6a.

4 How many acres is this house or mobile home on?

- Less than 1 acre → SKIP to question 6a
- 1 to 9.9 acres
- 10 or more acres

5 IN THE PAST 12 MONTHS, what were the actual sales of all agricultural products from this property?

- None
- \$1 to \$999
- \$1,000 to \$2,499
- \$2,500 to \$4,999
- \$5,000 to \$9,999
- \$10,000 or more

6 a. How many separate rooms are in this house, apartment, or mobile home?
Rooms must be separated by built-in archways or walls that extend out at least 6 inches and go from floor to ceiling.

- INCLUDE bedrooms, kitchens, etc.
- EXCLUDE bathrooms, porches, balconies, foyers, halls, or unfinished basements.

Number of rooms

b. How many of these rooms are bedrooms?

Count as bedrooms those rooms you would list if this house, apartment, or mobile home were for sale or rent. If this is an efficiency/studio apartment, print "0".

Number of bedrooms

7 Does this house, apartment, or mobile home have –

- | | Yes | No |
|--------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a. hot and cold running water? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. a bathtub or shower? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. a sink with a faucet? | <input type="checkbox"/> | <input type="checkbox"/> |
| d. a stove or range? | <input type="checkbox"/> | <input type="checkbox"/> |
| e. a refrigerator? | <input type="checkbox"/> | <input type="checkbox"/> |
| f. telephone service from which you can both make and receive calls? <i>Include cell phones.</i> | <input type="checkbox"/> | <input type="checkbox"/> |

8 At this house, apartment, or mobile home – do you or any member of this household own or use any of the following types of computer?

- | | Yes | No |
|----------------------------------------------------|--------------------------|--------------------------|
| a. Desktop or laptop | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Smartphone | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Tablet or other portable wireless computer | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Some other type of computer
<i>Specify</i> ↴ | <input type="checkbox"/> | <input type="checkbox"/> |

9 At this house, apartment, or mobile home – do you or any member of this household have access to the Internet?

- Yes, by paying a cell phone company or Internet service provider
- Yes, without paying a cell phone company or Internet service provider → SKIP to question 11
- No access to the Internet at this house, apartment, or mobile home → SKIP to question 11

10 Do you or any member of this household have access to the Internet using a –

- | | Yes | No |
|--------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a. cellular data plan for a smartphone or other mobile device? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. broadband (high speed) Internet service such as cable, fiber optic, or DSL service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. satellite Internet service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| d. dial-up Internet service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| e. some other service?
<i>Specify service</i> ↴ | <input type="checkbox"/> | <input type="checkbox"/> |



Housing (continued)

11 How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of this household?

- None
- 1
- 2
- 3
- 4
- 5
- 6 or more

12 Which FUEL is used MOST for heating this house, apartment, or mobile home?

- Gas: from underground pipes serving the neighborhood
- Gas: bottled, tank, or LP
- Electricity
- Fuel oil, kerosene, etc.
- Coal or coke
- Wood
- Solar energy
- Other fuel
- No fuel used

13 a. LAST MONTH, what was the cost of electricity for this house, apartment, or mobile home?

Last month's cost - Dollars

\$.00

OR

- Included in rent or condominium fee
- No charge or electricity not used

b. LAST MONTH, what was the cost of gas for this house, apartment, or mobile home?

Last month's cost - Dollars

\$.00

OR

- Included in rent or condominium fee
- Included in electricity payment entered above
- No charge or gas not used

c. IN THE PAST 12 MONTHS, what was the cost of water and sewer for this house, apartment, or mobile home? If you have lived here less than 12 months, estimate the cost.

Past 12 months' cost - Dollars

\$.00

OR

- Included in rent or condominium fee
- No charge

d. IN THE PAST 12 MONTHS, what was the cost of oil, coal, kerosene, wood, etc., for this house, apartment, or mobile home? If you have lived here less than 12 months, estimate the cost.

Past 12 months' cost - Dollars

\$.00

OR

- Included in rent or condominium fee
- No charge or these fuels not used

14 IN THE PAST 12 MONTHS, did you or any member of this household receive benefits from the Food Stamp Program or SNAP (the Supplemental Nutrition Assistance Program)? Do NOT include WIC, the School Lunch Program, or assistance from food banks.

- Yes
- No

15 Is this house, apartment, or mobile home part of a condominium?

- Yes → What is the monthly condominium fee? For renters, answer only if you pay the condominium fee in addition to your rent; otherwise, mark the "None" box.

Monthly amount - Dollars

\$.00

OR

- None
- No

16 Is this house, apartment, or mobile home - Mark (X) ONE box.

- Owned by you or someone in this household with a mortgage or loan? Include home equity loans.
- Owned by you or someone in this household free and clear (without a mortgage or loan)?
- Rented?
- Occupied without payment of rent? → SKIP to C on the next page



Person 1

➔ Please copy the name of Person 1 from page 2, then continue answering questions below.

Last Name

First Name MI

7 Where was this person born?

In the United States – Print name of state.

Outside the United States – Print name of foreign country, or Puerto Rico, Guam, etc.

8 Is this person a citizen of the United States?

Yes, born in the United States → SKIP to question 10a

Yes, born in Puerto Rico, Guam, the U.S. Virgin Islands, or Northern Marianas

Yes, born abroad of U.S. citizen parent or parents

Yes, U.S. citizen by naturalization – Print year of naturalization

No, not a U.S. citizen

9 When did this person come to live in the United States? If this person came to live in the United States more than once, print latest year.

10 a. At any time IN THE LAST 3 MONTHS, has this person attended school or college? Include only nursery or preschool, kindergarten, elementary school, home school, and schooling which leads to a high school diploma or a college degree.

No, has not attended in the last 3 months → SKIP to question 11

Yes, public school, public college

Yes, private school, private college, home school

b. What grade or level was this person attending? Mark (X) ONE box.

Nursery school, preschool

Kindergarten

Grade 1 through 12 – Specify grade 1 – 12

College undergraduate years (freshman to senior)

Graduate or professional school beyond a bachelor's degree (for example: MA or PhD program, or medical or law school)

11 What is the highest degree or level of school this person has COMPLETED? Mark (X) ONE box. If currently enrolled, mark the previous grade or highest degree received.

NO SCHOOLING COMPLETED

No schooling completed

NURSERY OR PRESCHOOL THROUGH GRADE 12

Nursery school

Kindergarten

Grade 1 through 11 – Specify grade 1 – 11

12th grade – NO DIPLOMA

HIGH SCHOOL GRADUATE

Regular high school diploma

GED or alternative credential

COLLEGE OR SOME COLLEGE

Some college credit, but less than 1 year of college credit

1 or more years of college credit, no degree

Associate's degree (for example: AA, AS)

Bachelor's degree (for example: BA, BS)

AFTER BACHELOR'S DEGREE

Master's degree (for example: MA, MS, MEng, MEd, MSW, MBA)

Professional degree beyond a bachelor's degree (for example: MD, DDS, DVM, LLB, JD)

Doctorate degree (for example: PhD, EdD)

F Answer question 12 if this person has a bachelor's degree or higher. Otherwise, SKIP to question 13.

12 This question focuses on this person's BACHELOR'S DEGREE. Please print below the specific major(s) of any BACHELOR'S DEGREES this person has received. (For example: chemical engineering, elementary teacher education, organizational psychology)

13 What is this person's ancestry or ethnic origin?

(For example: Italian, Jamaican, African Am., Cambodian, Cape Verdean, Norwegian, Dominican, French Canadian, Haitian, Korean, Lebanese, Polish, Nigerian, Mexican, Taiwanese, Ukrainian, and so on.)

14 a. Does this person speak a language other than English at home?

Yes

No → SKIP to question 15a

b. What is this language? For example: Korean, Italian, Spanish, Vietnamese

c. How well does this person speak English?

Very well

Well

Not well

Not at all

15 a. Did this person live in this house or apartment 1 year ago?

Person is under 1 year old → SKIP to question 16

Yes, this house → SKIP to question 16

No, outside the United States and Puerto Rico – Print name of foreign country, or U.S. Virgin Islands, Guam, etc., below; then SKIP to question 16

No, different house in the United States or Puerto Rico

b. Where did this person live 1 year ago? Address (Number and street name)

Name of city, town, or post office

Name of U.S. county or municipio in Puerto Rico

Name of U.S. state or Puerto Rico ZIP Code



A1
A2
A3
A4
A5
A6
A7
A8

Person 1 (continued)

16 Is this person CURRENTLY covered by any of the following types of health insurance or health coverage plans? Mark "Yes" or "No" for EACH type of coverage in items a – h.

- | | Yes | No |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a. Insurance through a current or former employer or union (of this person or another family member) | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Insurance purchased directly from an insurance company (by this person or another family member) | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Medicare, for people 65 and older, or people with certain disabilities | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Medicaid, Medical Assistance, or any kind of government-assistance plan for those with low incomes or a disability | <input type="checkbox"/> | <input type="checkbox"/> |
| e. TRICARE or other military health care | <input type="checkbox"/> | <input type="checkbox"/> |
| f. VA (including those who have ever used or enrolled for VA health care) | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Indian Health Service | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Any other type of health insurance or health coverage plan – Specify | <input type="checkbox"/> | <input type="checkbox"/> |

17 a. Is this person deaf or does he/she have serious difficulty hearing?

- Yes
- No

b. Is this person blind or does he/she have serious difficulty seeing even when wearing glasses?

- Yes
- No

G Answer question 18a – c if this person is 5 years old or over. Otherwise, SKIP to the questions for Person 2 on page 12.

18 a. Because of a physical, mental, or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions?

- Yes
- No

b. Does this person have serious difficulty walking or climbing stairs?

- Yes
- No

c. Does this person have difficulty dressing or bathing?

- Yes
- No

H Answer question 19 if this person is 15 years old or over. Otherwise, SKIP to the questions for Person 2 on page 12.

19 Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping?

- Yes
- No

20 What is this person's marital status?

- Now married
- Widowed
- Divorced
- Separated
- Never married → SKIP to **I**

21 In the PAST 12 MONTHS did this person get

- | | Yes | No |
|--------------|--------------------------|--------------------------|
| a. Married? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Widowed? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Divorced? | <input type="checkbox"/> | <input type="checkbox"/> |

22 How many times has this person been married?

- Once
- Two times
- Three or more times

23 In what year did this person last get married?

Year

I Answer question 24 if this person is female and 15 – 50 years old. Otherwise, SKIP to question 25a.

24 In the PAST 12 MONTHS, has this person given birth to any children?

- Yes
- No

25 a. Does this person have any of his/her own grandchildren under the age of 18 living in this house or apartment?

- Yes
- No → SKIP to question 26

b. Is this grandparent currently responsible for most of the basic needs of any grandchildren under the age of 18 who live in this house or apartment?

- Yes
- No → SKIP to question 26

c. How long has this grandparent been responsible for these grandchildren?

If the grandparent is financially responsible for more than one grandchild, answer the question for the grandchild for whom the grandparent has been responsible for the longest period of time.

- Less than 6 months
- 6 to 11 months
- 1 or 2 years
- 3 or 4 years
- 5 or more years

26 Has this person ever served on active duty in the U.S. Armed Forces, Reserves, or National Guard? Mark (X) ONE box.

- Never served in the military → SKIP to question 29a
- Only on active duty for training in the Reserves or National Guard → SKIP to question 28a
- Now on active duty
- On active duty in the past, but not now

27 When did this person serve on active duty in the U.S. Armed Forces? Mark (X) a box for EACH period in which this person served, even if just for part of the period.

- September 2001 or later
- August 1990 to August 2001 (including Persian Gulf War)
- May 1975 to July 1990
- Vietnam era (August 1964 to April 1975)
- February 1955 to July 1964
- Korean War (July 1950 to January 1955)
- January 1947 to June 1950
- World War II (December 1941 to December 1946)
- November 1941 or earlier

28 a. Does this person have a VA service-connected disability rating?

- Yes (such as 0%, 10%, 20%, ... , 100%)
- No → SKIP to question 29a

b. What is this person's service-connected disability rating?

- 0 percent
- 10 or 20 percent
- 30 or 40 percent
- 50 or 60 percent
- 70 percent or higher



Person 1 (continued)

29 a. LAST WEEK, did this person work for pay at a job (or business)?

- Yes → SKIP to question 30
- No – Did not work (or retired)

b. LAST WEEK, did this person do ANY work for pay, even for as little as one hour?

- Yes
- No → SKIP to question 35a

30 At what location did this person work LAST WEEK? If this person worked at more than one location, print where he or she worked most last week.

a. Address (Number and street name)

If the exact address is not known, give a description of the location such as the building name or the nearest street or intersection.

b. Name of city, town, or post office

c. Is the work location inside the limits of that city or town?

- Yes
- No, outside the city/town limits

d. Name of county

e. Name of U.S. state or foreign country

f. ZIP Code

31 How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

- | | |
|---------------------------------------------------|----------------------------------------------------------------|
| <input type="checkbox"/> Car, truck, or van | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Bus or trolley bus | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Streetcar or trolley car | <input type="checkbox"/> Walked |
| <input type="checkbox"/> Subway or elevated | <input type="checkbox"/> Worked at home → SKIP to question 39a |
| <input type="checkbox"/> Railroad | <input type="checkbox"/> Other method |
| <input type="checkbox"/> Ferryboat | |
| <input type="checkbox"/> Taxicab | |

J Answer question 32 if you marked "Car, truck, or van" in question 31. Otherwise, SKIP to question 33.

32 How many people, including this person, usually rode to work in the car, truck, or van LAST WEEK?

Person(s)

33 What time did this person usually leave home to go to work LAST WEEK?

Hour : Minute a.m. p.m.

34 How many minutes did it usually take this person to get from home to work LAST WEEK?

Minutes

K Answer questions 35 – 38 if this person did NOT work last week. Otherwise, SKIP to question 39a.

35 a. LAST WEEK, was this person on layoff from a job?

- Yes → SKIP to question 35c
- No

b. LAST WEEK, was this person TEMPORARILY absent from a job or business?

- Yes, on vacation, temporary illness, maternity leave, other family/personal reasons, bad weather, etc. → SKIP to question 38
- No → SKIP to question 36

c. Has this person been informed that he or she will be recalled to work within the next 6 months OR been given a date to return to work?

- Yes → SKIP to question 37
- No

36 During the LAST 4 WEEKS, has this person been ACTIVELY looking for work?

- Yes
- No → SKIP to question 38

37 LAST WEEK, could this person have started a job if offered one, or returned to work if recalled?

- Yes, could have gone to work
- No, because of own temporary illness
- No, because of all other reasons (in school, etc.)

38 When did this person last work, even for a few days?

- Within the past 12 months
- 1 to 5 years ago → SKIP to **L**
- Over 5 years ago or never worked → SKIP to question 47

39 a. During the PAST 12 MONTHS (52 weeks), did this person work 50 or more weeks? Count paid time off as work.

- Yes → SKIP to question 40
- No

b. How many weeks DID this person work, even for a few hours, including paid vacation, paid sick leave, and military service?

- 50 to 52 weeks
- 48 to 49 weeks
- 40 to 47 weeks
- 27 to 39 weeks
- 14 to 26 weeks
- 13 weeks or less

40 During the PAST 12 MONTHS, in the WEEKS WORKED, how many hours did this person usually work each WEEK?

Usual hours worked each WEEK



Person 1 (continued)

L Answer questions 41 – 46 if this person worked in the past 5 years. Otherwise, SKIP to question 47.

41 – 46 CURRENT OR MOST RECENT JOB ACTIVITY. Describe clearly this person's chief job activity or business last week. If this person had more than one job, describe the one at which this person worked the most hours. If this person had no job or business last week, give information for his/her last job or business.

41 Was this person – Mark (X) ONE box.

- an employee of a PRIVATE FOR-PROFIT company or business, or of an individual, for wages, salary, or commissions?
- an employee of a PRIVATE NOT-FOR-PROFIT, tax-exempt, or charitable organization?
- a local GOVERNMENT employee (city, county, etc.)?
- a state GOVERNMENT employee?
- a Federal GOVERNMENT employee?
- SELF-EMPLOYED in own NOT INCORPORATED business, professional practice, or farm?
- SELF-EMPLOYED in own INCORPORATED business, professional practice, or farm?
- working WITHOUT PAY in family business or farm?

42 For whom did this person work?

If now on active duty in the Armed Forces, mark (X) this box → and print the branch of the Armed Forces.

Name of company, business, or other employer

43 What kind of business or industry was this?

Describe the activity at the location where employed. (For example: hospital, newspaper publishing, mail order house, auto engine manufacturing, bank)

44 Is this mainly – Mark (X) ONE box.

- manufacturing?
- wholesale trade?
- retail trade?
- other (agriculture, construction, service, government, etc.)?

45 What kind of work was this person doing? (For example: registered nurse, personnel manager, supervisor of order department, secretary, accountant)

46 What were this person's most important activities or duties? (For example: patient care, directing hiring policies, supervising order clerks, typing and filing, reconciling financial records)

47 INCOME IN THE PAST 12 MONTHS

Mark (X) the "Yes" box for each type of income this person received, and give your best estimate of the TOTAL AMOUNT during the PAST 12 MONTHS. (NOTE: The "past 12 months" is the period from today's date one year ago up through today.)

Mark (X) the "No" box to show types of income NOT received.

If net income was a loss, mark the "Loss" box to the right of the dollar amount.

For income received jointly, report the appropriate share for each person – or, if that's not possible, report the whole amount for only one person and mark the "No" box for the other person.

a. Wages, salary, commissions, bonuses, or tips from all jobs. Report amount before deductions for taxes, bonds, dues, or other items.

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

b. Self-employment income from own nonfarm businesses or farm businesses, including proprietorships and partnerships. Report NET income after business expenses.

Yes → \$, , .00 Loss

No TOTAL AMOUNT for past 12 months

c. Interest, dividends, net rental income, royalty income, or income from estates and trusts. Report even small amounts credited to an account.

Yes → \$, , .00 Loss

No TOTAL AMOUNT for past 12 months

d. Social Security or Railroad Retirement.

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

e. Supplemental Security Income (SSI).

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

f. Any public assistance or welfare payments from the state or local welfare office.

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

g. Retirement, survivor, or disability pensions. Do NOT include Social Security.

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

h. Any other sources of income received regularly such as Veterans' (VA) payments, unemployment compensation, child support or alimony. Do NOT include lump sum payments such as money from an inheritance or the sale of a home.

Yes → \$, , .00

No TOTAL AMOUNT for past 12 months

48 What was this person's total income during the PAST 12 MONTHS? Add entries in questions 47a to 47h; subtract any losses. If net income was a loss, enter the amount and mark (X) the "Loss" box next to the dollar amount.

OR \$, , .00 Loss

None TOTAL AMOUNT for past 12 months

➔ Continue with the questions for Person 2 on the next page. If no one is listed as Person 2 on page 2, SKIP to page 28 for mailing instructions.



Person 2

The balance of the questionnaire has questions for Person 2, Person 3, Person 4, and Person 5. The questions are the same as the questions for Person 1.

INFORMATIONAL COPY



A1

13197272

A2

A3

A4

A5

A6

A7

A8

INFORMATIONAL COPY



27

American Community Survey

2019

13199013



U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU

THE American Community Survey

This booklet shows the content of the American Community Survey questionnaire.

Start Here

Respond online today at:
<https://respond.census.gov/acs>

OR

Complete this form and mail it back as soon as possible.

This form asks for information about the people who are living or staying at the address on the mailing label and about the house, apartment, or mobile home located at the address on the mailing label.



If you need help or have questions about completing this form, please call **1-800-354-7271**. The telephone call is free.

Telephone Device for the Deaf (TDD):

Call 1-800-582-8330. The telephone call is free.

¿NECESITA AYUDA? Si usted habla español y necesita ayuda para completar su cuestionario, llame sin cargo alguno al **1-877-833-5625**.

Usted también puede completar su entrevista por teléfono con un entrevistador que habla español. O puede responder por Internet en: <https://respond.census.gov/acs>

For more information about the American Community Survey, visit our website at: <http://www.census.gov/acs>

➔ Please print today's date.

Month Day Year

➔ Please print the name and telephone number of the person who is filling out this form. We will only contact you if needed for official Census Bureau business.

Last Name

First Name MI

Area Code + Number
 -

➔ How many people are living or staying at this address?

- **INCLUDE** everyone who is living or staying here for more than 2 months.
- **INCLUDE** yourself if you are living here for more than 2 months.
- **INCLUDE** anyone else staying here who does not have another place to stay, even if they are here for 2 months or less.
- **DO NOT INCLUDE** anyone who is living somewhere else for more than 2 months, such as a college student living away or someone in the Armed Forces on deployment.

Number of people

➔ Fill out pages 2, 3, and 4 for everyone, including yourself, who is living or staying at this address for more than 2 months. Then complete the rest of the form.

FORM **ACS-1(INFO)(2019)**
(08-02-2018)

OMB No. 0607-0810
OMB No. 0607-0936



Person 1

(Person 1 is the person living or staying here in whose name this house or apartment is owned, being bought, or rented. If there is no such person, start with the name of any adult living or staying here.)

1 What is Person 1's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

Person 1

3 What is Person 1's sex? Mark (X) ONE box.

Male Female

4 What is Person 1's age and what is Person 1's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years) Month Day Year of birth

NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 1 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
Yes, Mexican, Mexican Am., Chicano
Yes, Puerto Rican
Yes, Cuban
Yes, another Hispanic, Latino, or Spanish origin - Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

6 What is Person 1's race? Mark (X) one or more boxes.

- White
Black or African Am.
American Indian or Alaska Native - Print name of enrolled or principal tribe.
Asian Indian
Chinese
Filipino
Other Asian - Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on.
Japanese
Korean
Vietnamese
Native Hawaiian
Guamanian or Chamorro
Samoan
Other Pacific Islander - Print race, for example, Fijian, Tongan, and so on.
Some other race - Print race.

Person 2

1 What is Person 2's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- Opposite-sex husband/wife/spouse
Opposite-sex unmarried partner
Same-sex husband/wife/spouse
Same-sex unmarried partner
Biological son or daughter
Adopted son or daughter
Stepson or stepdaughter
Brother or sister
Father or mother
Grandchild
Parent-in-law
Son-in-law or daughter-in-law
Other relative
Roommate or housemate
Foster child
Other nonrelative

3 What is Person 2's sex? Mark (X) ONE box.

Male Female

4 What is Person 2's age and what is Person 2's date of birth? Please report babies as age 0 when the child is less than 1 year old.

Age (in years) Month Day Year of birth

NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 2 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
Yes, Mexican, Mexican Am., Chicano
Yes, Puerto Rican
Yes, Cuban
Yes, another Hispanic, Latino, or Spanish origin - Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

6 What is Person 2's race? Mark (X) one or more boxes.

- White
Black or African Am.
American Indian or Alaska Native - Print name of enrolled or principal tribe.
Asian Indian
Chinese
Filipino
Other Asian - Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on.
Japanese
Korean
Vietnamese
Native Hawaiian
Guamanian or Chamorro
Samoan
Other Pacific Islander - Print race, for example, Fijian, Tongan, and so on.
Some other race - Print race.



A1

A2

A3

A4

A5

A6

A7

A8

Person 3

Person 4

1 What is Person 3's name?

Last Name (Please print) First Name MI

1 What is Person 4's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Opposite-sex husband/wife/spouse | <input type="checkbox"/> Father or mother |
| <input type="checkbox"/> Opposite-sex unmarried partner | <input type="checkbox"/> Grandchild |
| <input type="checkbox"/> Same-sex husband/wife/spouse | <input type="checkbox"/> Parent-in-law |
| <input type="checkbox"/> Same-sex unmarried partner | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roommate or housemate |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Other nonrelative |

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Opposite-sex husband/wife/spouse | <input type="checkbox"/> Father or mother |
| <input type="checkbox"/> Opposite-sex unmarried partner | <input type="checkbox"/> Grandchild |
| <input type="checkbox"/> Same-sex husband/wife/spouse | <input type="checkbox"/> Parent-in-law |
| <input type="checkbox"/> Same-sex unmarried partner | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roommate or housemate |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Other nonrelative |

3 What is Person 3's sex? Mark (X) ONE box.

- Male Female

3 What is Person 4's sex? Mark (X) ONE box.

- Male Female

4 What is Person 3's age and what is Person 3's date of birth?

Please report babies as age 0 when the child is less than 1 year old.

Age (in years)

Print numbers in boxes.

Month Day Year of birth

4 What is Person 4's age and what is Person 4's date of birth?

Please report babies as age 0 when the child is less than 1 year old.

Age (in years)

Print numbers in boxes.

Month Day Year of birth

→ NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

→ NOTE: Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 3 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

5 Is Person 4 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on.

6 What is Person 3's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native – Print name of enrolled or principal tribe.

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. <input type="text"/> | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. <input type="text"/> | |

- Some other race – Print race.

6 What is Person 4's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native – Print name of enrolled or principal tribe.

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. <input type="text"/> | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. <input type="text"/> | |

- Some other race – Print race.



A1
A2
A3
A4
A5
A6
A7
A8

Person 5

1 What is Person 5's name?

Last Name (Please print) First Name MI

2 How is this person related to Person 1? Mark (X) ONE box.

- | | |
|-----------------------------------------------------------|--------------------------------------------------------|
| <input type="checkbox"/> Opposite-sex husband/wife/spouse | <input type="checkbox"/> Father or mother |
| <input type="checkbox"/> Opposite-sex unmarried partner | <input type="checkbox"/> Grandchild |
| <input type="checkbox"/> Same-sex husband/wife/spouse | <input type="checkbox"/> Parent-in-law |
| <input type="checkbox"/> Same-sex unmarried partner | <input type="checkbox"/> Son-in-law or daughter-in-law |
| <input type="checkbox"/> Biological son or daughter | <input type="checkbox"/> Other relative |
| <input type="checkbox"/> Adopted son or daughter | <input type="checkbox"/> Roommate or housemate |
| <input type="checkbox"/> Stepson or stepdaughter | <input type="checkbox"/> Foster child |
| <input type="checkbox"/> Brother or sister | <input type="checkbox"/> Other nonrelative |

3 What is Person 5's sex? Mark (X) ONE box.

- Male Female

4 What is Person 5's age and what is Person 5's date of birth?

Please report babies as age 0 when the child is less than 1 year old.

Print numbers in boxes.

Age (in years) Month Day Year of birth

→ **NOTE:** Please answer BOTH Question 5 about Hispanic origin and Question 6 about race. For this survey, Hispanic origins are not races.

5 Is Person 5 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – Print origin, for example, Argentinean, Colombian, Dominican, Nicaraguan, Salvadoran, Spaniard, and so on. ↴
-

6 What is Person 5's race? Mark (X) one or more boxes.

- White
- Black or African Am.
- American Indian or Alaska Native – Print name of enrolled or principal tribe. ↴
-

- | | | |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Chinese | <input type="checkbox"/> Korean | <input type="checkbox"/> Guamanian or Chamorro |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Vietnamese | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Other Asian – Print race, for example, Hmong, Laotian, Thai, Pakistani, Cambodian, and so on. ↴ | <input type="checkbox"/> Other Pacific Islander – Print race, for example, Fijian, Tongan, and so on. ↴ | |

- Some other race – Print race. ↴
-

→ If there are more than five people living or staying here, print their names in the spaces for Person 6 through Person 12. We may call you for more information about them. ↴

Person 6

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 7

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 8

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 9

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 10

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 11

Last Name (Please print) First Name MI

Sex Male Female Age (in years)

Person 12

Last Name (Please print) First Name MI

Sex Male Female Age (in years)



Housing

1 Please answer the following questions about the house, apartment, or mobile home at the address on the mailing label.

1 Which best describes this building? Include all apartments, flats, etc., even if vacant.

- A mobile home
- A one-family house detached from any other house
- A one-family house attached to one or more houses
- A building with 2 apartments
- A building with 3 or 4 apartments
- A building with 5 to 9 apartments
- A building with 10 to 19 apartments
- A building with 20 to 49 apartments
- A building with 50 or more apartments
- Boat, RV, van, etc.

2 About when was this building first built?

- 2000 or later – Specify year →
- 1990 to 1999
- 1980 to 1989
- 1970 to 1979
- 1960 to 1969
- 1950 to 1959
- 1940 to 1949
- 1939 or earlier

3 When did PERSON 1 (listed on page 2) move into this house, apartment, or mobile home?

Month Year

A Answer questions 4 – 5 if this is a HOUSE OR A MOBILE HOME; otherwise, SKIP to question 6a.

4 How many acres is this house or mobile home on?

- Less than 1 acre → SKIP to question 6a
- 1 to 9.9 acres
- 10 or more acres

5 IN THE PAST 12 MONTHS, what were the actual sales of all agricultural products from this property?

- None
- \$1 to \$999
- \$1,000 to \$2,499
- \$2,500 to \$4,999
- \$5,000 to \$9,999
- \$10,000 or more

6 a. How many separate rooms are in this house, apartment, or mobile home? Rooms must be separated by built-in archways or walls that extend out at least 6 inches and go from floor to ceiling.

- INCLUDE bedrooms, kitchens, etc.
- EXCLUDE bathrooms, porches, balconies, foyers, halls, or unfinished basements.

Number of rooms

b. How many of these rooms are bedrooms?

Count as bedrooms those rooms you would list if this house, apartment, or mobile home were for sale or rent. If this is an efficiency/studio apartment, print "0".

Number of bedrooms

7 Does this house, apartment, or mobile home have –

- | | Yes | No |
|--------------------------------|--------------------------|--------------------------|
| a. hot and cold running water? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. a bathtub or shower? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. a sink with a faucet? | <input type="checkbox"/> | <input type="checkbox"/> |
| d. a stove or range? | <input type="checkbox"/> | <input type="checkbox"/> |
| e. a refrigerator? | <input type="checkbox"/> | <input type="checkbox"/> |

8 Can you or any member of this household both make and receive phone calls when at this house, apartment, or mobile home? Include calls using cell phones, land lines, or other phone devices.

- Yes
- No

9 At this house, apartment, or mobile home – do you or any member of this household own or use any of the following types of computers?

- | | Yes | No |
|-----------------------------------------------|--------------------------|--------------------------|
| a. Desktop or laptop | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Smartphone | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Tablet or other portable wireless computer | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Some other type of computer
Specify ↴ | <input type="checkbox"/> | <input type="checkbox"/> |

10 At this house, apartment, or mobile home – do you or any member of this household have access to the Internet?

- Yes, by paying a cell phone company or Internet service provider
- Yes, without paying a cell phone company or Internet service provider → SKIP to question 12
- No access to the Internet at this house, apartment, or mobile home → SKIP to question 12

11 Do you or any member of this household have access to the Internet using a –

- | | Yes | No |
|--------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a. cellular data plan for a smartphone or other mobile device? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. broadband (high speed) Internet service such as cable, fiber optic, or DSL service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. satellite Internet service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| d. dial-up Internet service installed in this household? | <input type="checkbox"/> | <input type="checkbox"/> |
| e. some other service?
Specify service ↴ | <input type="checkbox"/> | <input type="checkbox"/> |



Housing (continued)

12 How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of this household?

- None
- 1
- 2
- 3
- 4
- 5
- 6 or more

13 Which FUEL is used MOST for heating this house, apartment, or mobile home?

- Gas: from underground pipes serving the neighborhood
- Gas: bottled, tank, or LP
- Electricity
- Fuel oil, kerosene, etc.
- Coal or coke
- Wood
- Solar energy
- Other fuel
- No fuel used

14 a. LAST MONTH, what was the cost of electricity for this house, apartment, or mobile home?

Last month's cost – Dollars

\$, .00

OR

- Included in rent or condominium fee
- No charge or electricity not used

b. LAST MONTH, what was the cost of gas for this house, apartment, or mobile home?

Last month's cost – Dollars

\$, .00

OR

- Included in rent or condominium fee
- Included in electricity payment entered above
- No charge or gas not used

c. IN THE PAST 12 MONTHS, what was the cost of water and sewer for this house, apartment, or mobile home? If you have lived here less than 12 months, estimate the cost.

Past 12 months' cost – Dollars

\$, .00

OR

- Included in rent or condominium fee
- No charge

d. IN THE PAST 12 MONTHS, what was the cost of oil, coal, kerosene, wood, etc., for this house, apartment, or mobile home? If you have lived here less than 12 months, estimate the cost.

Past 12 months' cost – Dollars

\$, .00

OR

- Included in rent or condominium fee
- No charge or these fuels not used

15 IN THE PAST 12 MONTHS, did you or any member of this household receive benefits from the Food Stamp Program or SNAP (the Supplemental Nutrition Assistance Program)? Do NOT include WIC, the School Lunch Program, or assistance from food banks.

- Yes
- No

16 Is this house, apartment, or mobile home part of a condominium?

- Yes → What is the monthly condominium fee? For renters, answer only if you pay the condominium fee in addition to your rent; otherwise, mark the "None" box.

Monthly amount – Dollars

\$, .00

OR

- None
- No

17 Is this house, apartment, or mobile home – Mark (X) ONE box.

- Owned by you or someone in this household with a mortgage or loan? Include home equity loans.
- Owned by you or someone in this household free and clear (without a mortgage or loan)?
- Rented?
- Occupied without payment of rent? → SKIP to C on the next page



A1

A2

A3

A4

A5

A6

A7

A8

Person 1

➔ Please copy the name of Person 1 from page 2, then continue answering questions below.

Last Name

First Name MI

7 Where was this person born?

In the United States – Print name of state.

Outside the United States – Print name of foreign country, or Puerto Rico, Guam, etc.

8 Is this person a citizen of the United States?

Yes, born in the United States → SKIP to question 10a

Yes, born in Puerto Rico, Guam, the U.S. Virgin Islands, or Northern Marianas

Yes, born abroad of U.S. citizen parent or parents

Yes, U.S. citizen by naturalization – Print year of naturalization

No, not a U.S. citizen

9 When did this person come to live in the United States? If this person came to live in the United States more than once, print latest year. Year

10 a. At any time IN THE LAST 3 MONTHS, has this person attended school or college?

Include only nursery or preschool, kindergarten, elementary school, home school, and schooling which leads to a high school diploma or a college degree.

No, has not attended in the last 3 months → SKIP to question 11

Yes, public school, public college

Yes, private school, private college, home school

b. What grade or level was this person attending? Mark (X) ONE box.

Nursery school, preschool

Kindergarten

Grade 1 through 12 – Specify grade 1 – 12

College undergraduate years (freshman to senior)

Graduate or professional school beyond a bachelor's degree (for example: MA or PhD program, or medical or law school)

11 What is the highest degree or level of school this person has COMPLETED? Mark (X) ONE box. If currently enrolled, mark the previous grade or highest degree received.

NO SCHOOLING COMPLETED

No schooling completed

NURSERY OR PRESCHOOL THROUGH GRADE 12

Nursery school

Kindergarten

Grade 1 through 11 – Specify grade 1 – 11

12th grade – NO DIPLOMA

HIGH SCHOOL GRADUATE

Regular high school diploma

GED or alternative credential

COLLEGE OR SOME COLLEGE

Some college credit, but less than 1 year of college credit

1 or more years of college credit, no degree

Associate's degree (for example: AA, AS)

Bachelor's degree (for example: BA, BS)

AFTER BACHELOR'S DEGREE

Master's degree (for example: MA, MS, MEng, MEd, MSW, MBA)

Professional degree beyond a bachelor's degree (for example: MD, DDS, DVM, LLB, JD)

Doctorate degree (for example: PhD, EdD)

F Answer question 12 if this person has a bachelor's degree or higher. Otherwise, SKIP to question 13.

12 This question focuses on this person's BACHELOR'S DEGREE. Please print below the specific major(s) of any BACHELOR'S DEGREES this person has received. (For example: chemical engineering, elementary teacher education, organizational psychology)

13 What is this person's ancestry or ethnic origin?

(For example: Italian, Jamaican, African Am., Cambodian, Cape Verdean, Norwegian, Dominican, French Canadian, Haitian, Korean, Lebanese, Polish, Nigerian, Mexican, Taiwanese, Ukrainian, and so on.)

14 a. Does this person speak a language other than English at home?

Yes

No → SKIP to question 15a

b. What is this language?

(For example: Korean, Italian, Spanish, Vietnamese)

c. How well does this person speak English?

Very well

Well

Not well

Not at all

15 a. Did this person live in this house or apartment 1 year ago?

Person is under 1 year old → SKIP to question 16

Yes, this house → SKIP to question 16

No, outside the United States and Puerto Rico – Print name of foreign country, or U.S. Virgin Islands, Guam, etc., below; then SKIP to question 16

No, different house in the United States or Puerto Rico

b. Where did this person live 1 year ago?

Address (Number and street name)

Name of city, town, or post office

Name of U.S. county or municipio in Puerto Rico

Name of U.S. state or Puerto Rico

ZIP Code



Person 1 (continued)

16 Is this person **CURRENTLY** covered by any of the following types of health insurance or health coverage plans? Mark "Yes" or "No" for EACH type of coverage in items a – h.

- | | Yes | No |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a. Insurance through a current or former employer or union (of this person or another family member) | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Insurance purchased directly from an insurance company (by this person or another family member) | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Medicare, for people 65 and older, or people with certain disabilities | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Medicaid, Medical Assistance, or any kind of government-assistance plan for those with low incomes or a disability | <input type="checkbox"/> | <input type="checkbox"/> |
| e. TRICARE or other military health care | <input type="checkbox"/> | <input type="checkbox"/> |
| f. VA (enrolled for VA health care) | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Indian Health Service | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Any other type of health insurance or health coverage plan – Specify → | <input type="checkbox"/> | <input type="checkbox"/> |

G Answer question 17a if this person is covered by health insurance. Otherwise, SKIP to question 18a.

17 a. Is there a premium for this plan? A premium is a fixed amount of money paid on a regular basis for health coverage. It does not include copays, deductibles, or other expenses such as prescription costs.

- Yes
 No → SKIP to question 18a

b. Does this person or another family member receive a tax credit or subsidy based on family income to help pay the premium?

- Yes
 No

18 a. Is this person deaf or does he/she have serious difficulty hearing?

- Yes
 No

b. Is this person blind or does he/she have serious difficulty seeing even when wearing glasses?

- Yes
 No

H Answer questions 19a – c if this person is 5 years old or over. Otherwise, SKIP to the questions for Person 2 on page 12.

19 a. Because of a physical, mental, or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions?

- Yes
 No

b. Does this person have serious difficulty walking or climbing stairs?

- Yes
 No

c. Does this person have difficulty dressing or bathing?

- Yes
 No

I Answer question 20 if this person is 15 years old or over. Otherwise, SKIP to the questions for Person 2 on page 12.

20 Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping?

- Yes
 No

21 What is this person's marital status?

- Now married
 Widowed
 Divorced
 Separated
 Never married → SKIP to **J**

22 In the PAST 12 MONTHS, did this person get –

- | | Yes | No |
|--------------|--------------------------|--------------------------|
| a. Married? | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Widowed? | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Divorced? | <input type="checkbox"/> | <input type="checkbox"/> |

23 How many times has this person been married?

- Once
 Two times
 Three or more times

24 In what year did this person last get married?
 Year

J Answer question 25 if this person is female and 15 – 50 years old. Otherwise, SKIP to question 26a.

25 In the PAST 12 MONTHS, has this person given birth to any children?

- Yes
 No

26 a. Does this person have any of his/her own grandchildren under the age of 18 living in this house or apartment?

- Yes
 No → SKIP to question 27

b. Is this grandparent currently responsible for most of the basic needs of any grandchildren under the age of 18 who live in this house or apartment?

- Yes
 No → SKIP to question 27

c. How long has this grandparent been responsible for these grandchildren?

If the grandparent is financially responsible for more than one grandchild, answer the question for the grandchild for whom the grandparent has been responsible for the longest period of time.

- Less than 6 months
 6 to 11 months
 1 or 2 years
 3 or 4 years
 5 or more years

27 Has this person ever served on active duty in the U.S. Armed Forces, Reserves, or National Guard? Mark (X) ONE box.

- Never served in the military → SKIP to question 30a
 Only on active duty for training in the Reserves or National Guard → SKIP to question 29a
 Now on active duty
 On active duty in the past, but not now

28 When did this person serve on active duty in the U.S. Armed Forces? Mark (X) a box for EACH period in which this person served, even if just for part of the period.

- September 2001 or later
 August 1990 to August 2001 (including Persian Gulf War)
 May 1975 to July 1990
 Vietnam era (August 1964 to April 1975)
 February 1955 to July 1964
 Korean War (July 1950 to January 1955)
 January 1947 to June 1950
 World War II (December 1941 to December 1946)
 November 1941 or earlier



Person 1 (continued)

29 a. Does this person have a VA service-connected disability rating?

- Yes (such as 0%, 10%, 20%, ... , 100%)
- No → SKIP to question 30a

b. What is this person's service-connected disability rating?

- 0 percent
- 10 or 20 percent
- 30 or 40 percent
- 50 or 60 percent
- 70 percent or higher

30 a. LAST WEEK, did this person work for pay at a job (or business)?

- Yes → SKIP to question 31
- No – Did not work (or retired)

b. LAST WEEK, did this person do ANY work for pay, even for as little as one hour?

- Yes
- No → SKIP to question 36a

31 At what location did this person work LAST WEEK? If this person worked at more than one location, print where he or she worked most last week.

a. Address (Number and street name)

If the exact address is not known, give a description of the location such as the building name or the nearest street or intersection.

b. Name of city, town, or post office

c. Is the work location inside the limits of that city or town?

- Yes
- No, outside the city/town limits

d. Name of county

e. Name of U.S. state or foreign country

f. ZIP Code

32 How did this person usually get to work LAST WEEK? Mark (X) ONE box for the method of transportation used for most of the distance.

- | | |
|---------------------------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> Car, truck, or van | <input type="checkbox"/> Taxicab |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Subway or elevated rail | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Long-distance train or commuter rail | <input type="checkbox"/> Walked |
| <input type="checkbox"/> Light rail, streetcar, or trolley | <input type="checkbox"/> Worked from home → SKIP to question 40a |
| <input type="checkbox"/> Ferryboat | <input type="checkbox"/> Other method |

K Answer question 33 if you marked "Car, truck, or van" in question 32. Otherwise, SKIP to question 34.

33 How many people, including this person, usually rode to work in the car, truck, or van LAST WEEK?

Person(s)

34 LAST WEEK, what time did this person's trip to work usually begin?

Hour Minute a.m. p.m.

35 How many minutes did it usually take this person to get from home to work LAST WEEK?

Minutes

L Answer questions 36 – 39 if this person did NOT work last week. Otherwise, SKIP to question 40a.

36 a. LAST WEEK, was this person on layoff from a job?

- Yes → SKIP to question 36c
- No

b. LAST WEEK, was this person TEMPORARILY absent from a job or business?

- Yes, on vacation, temporary illness, maternity leave, other family/personal reasons, bad weather, etc. → SKIP to question 39
- No → SKIP to question 37

36 c. Has this person been informed that he or she will be recalled to work within the next 6 months OR been given a date to return to work?

- Yes → SKIP to question 38
- No

37 During the LAST 4 WEEKS, has this person been ACTIVELY looking for work?

- Yes
- No → SKIP to question 39

38 LAST WEEK, could this person have started a job if offered one, or returned to work if recalled?

- Yes, could have gone to work
- No, because of own temporary illness
- No, because of all other reasons (in school, etc.)

39 When did this person last work, even for a few days?

- Within the past 12 months
- 1 to 5 years ago → SKIP to **M**
- Over 5 years ago or never worked → SKIP to question 43

40 a. During the PAST 12 MONTHS (52 weeks), did this person work EVERY week? Count paid vacation, paid sick leave, and military service as work.

- Yes → SKIP to question 41
- No

b. During the PAST 12 MONTHS (52 weeks), how many WEEKS did this person work? Include paid time off and include weeks when the person only worked for a few hours.

Weeks

41 During the PAST 12 MONTHS, in the WEEKS WORKED, how many hours did this person usually work each WEEK?

Usual hours worked each WEEK



Person 1 (continued)

M Answer questions 42a – f if this person worked in the past 5 years. Otherwise, SKIP to question 43.

42 DESCRIPTION OF EMPLOYMENT

The next series of questions is about the type of employment this person had last week.

If this person had more than one job, describe the one at which the most hours were worked. If this person did not work last week, describe the most recent employment in the past five years.

a. Which one of the following best describes this person's employment last week or the most recent employment in the past 5 years? Mark (X) ONE box.

PRIVATE SECTOR EMPLOYEE

- For-profit company or organization
- Non-profit organization (including tax-exempt and charitable organizations)

GOVERNMENT EMPLOYEE

- Local government (for example: city or county school district)
- State government (including state colleges/universities)
- Active duty U.S. Armed Forces or Commissioned Corps
- Federal government civilian employee

SELF-EMPLOYED OR OTHER

- Owner of non-incorporated business, professional practice, or farm
- Owner of incorporated business, professional practice, or farm
- Worked without pay in a for-profit family business or farm for 15 hours or more per week

b. What was the name of this person's employer, business, agency, or branch of the Armed Forces?

c. What kind of business or industry was this? Include the main activity, product, or service provided at the location where employed. (For example: elementary school, residential construction)

d. Was this mainly – Mark (X) ONE box.

- manufacturing?
- wholesale trade?
- retail trade?
- other (agriculture, construction, service, government, etc.)?

e. What was this person's main occupation? (For example: 4th grade teacher, entry-level plumber)

f. Describe this person's most important activities or duties. (For example: instruct and evaluate students and create lesson plans, assemble and install pipe sections and review building plans for work details)

43 INCOME IN THE PAST 12 MONTHS

Mark (X) the "Yes" box for each type of income this person received, and give your best estimate of the TOTAL AMOUNT during the PAST 12 MONTHS. (NOTE: The "past 12 months" is the period from today's date one year ago up through today.)

Mark (X) the "No" box to show types of income NOT received.

If net income was a loss, mark the "Loss" box to the right of the dollar amount.

For income received jointly, report the appropriate share for each person – or, if that's not possible, report the whole amount for only one person and mark the "No" box for the other person.

a. Wages, salary, commissions, bonuses, or tips from all jobs. Report amount before deductions for taxes, bonds, dues, or other items.

Yes → \$, , , .00

No

TOTAL AMOUNT for past 12 months

b. Self-employment income from own nonfarm businesses or farm businesses, including proprietorships and partnerships. Report NET income after business expenses.

Yes → \$, , .00 Loss

No

TOTAL AMOUNT for past 12 months

c. Interest, dividends, net rental income, royalty income, or income from estates and trusts. Report even small amounts credited to an account.

Yes → \$, , .00 Loss

No

TOTAL AMOUNT for past 12 months

d. Social Security or Railroad Retirement.

Yes → \$, , .00

No

TOTAL AMOUNT for past 12 months

e. Supplemental Security Income (SSI).

Yes → \$, , .00

No

TOTAL AMOUNT for past 12 months

f. Any public assistance or welfare payments from the state or local welfare office.

Yes → \$, , .00

No

TOTAL AMOUNT for past 12 months

g. Retirement income, pensions, survivor or disability income. Include income from a previous employer or union, or any regular withdrawals or distributions from IRA, Roth IRA, 401(k), 403(b), or other accounts specifically designed for retirement. Do not include Social Security.

Yes → \$, , .00

No

TOTAL AMOUNT for past 12 months

h. Any other sources of income received regularly such as Veterans' (VA) payments, unemployment compensation, child support or alimony. Do NOT include lump sum payments such as money from an inheritance or the sale of a home.

Yes → \$, , .00

No

TOTAL AMOUNT for past 12 months

44 What was this person's total income during the PAST 12 MONTHS? Add entries in questions 43a to 43h; subtract any losses. If net income was a loss, enter the amount and mark (X) the "Loss" box next to the dollar amount.

None OR \$, , .00 Loss

TOTAL AMOUNT for past 12 months

➔ Continue with the questions for Person 2 on the next page. If no one is listed as Person 2 on page 2, SKIP to page 28 for mailing instructions.



Person 2

The balance of the questionnaire has questions for Person 2, Person 3, Person 4, and Person 5. The questions are the same as the questions for Person 1.

INFORMATIONAL COPY



A1

13199278

A2

A3

A4

A5

A6

A7

A8



27

Mailing Instructions

➔ Please make sure you have...

- listed all names and answered the questions on pages 2, 3, and 4
- answered all Housing questions
- answered all Person questions for each person.

➔ Then...

- put the completed questionnaire into the postage-paid return envelope. If the envelope has been misplaced, please mail the questionnaire to:

**U.S. Census Bureau
P.O. Box 5240
Jeffersonville, IN 47199-5240**

- make sure the barcode above your address shows in the window of the return envelope.

Thank you for participating in the American Community Survey.

INFORMATIONAL COPY

For Census Bureau Use

POP

EDIT

PHONE

JIC1

JIC2

EDIT CLERK

TELEPHONE CLERK

JIC3

JIC4

The Census Bureau estimates that, for the average household, this form will take 40 minutes to complete, including the time for reviewing the instructions and answers. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Paperwork Project 0607-0810 and 0607-0936, U.S. Census Bureau, 4600 Silver Hill Road, AMSD – 3K138, Washington, D.C. 20233. You may e-mail comments to AMSD.Paperwork@census.gov; use "Paperwork Project 0607-0810 and 0607-0936" as the subject. Please DO NOT RETURN your questionnaire to this address. Use the enclosed preaddressed envelope to return your completed questionnaire.

Respondents are not required to respond to any information collection unless it displays a valid approval number from the Office of Management and Budget. This 8-digit number appears in the bottom right on the front cover of this form.

Form ACS-1(INFO)(2019) (08-02-2018)



United States Census

2020



OMB No. 0607-1006: Approval Expires 11/30/2021

United States[®]
Census
2020

U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU

This is the official questionnaire for this address.
It is quick and easy to respond, and your answers are protected by law.

FOR
OFFICIAL
USE ONLY



A1

A2

A3

A4

A5

A6

A7

A8

Start here OR go online at my2020census.gov to complete your 2020 Census questionnaire.

Use a blue or black pen.

Before you answer Question 1, count the people living in this house, apartment, or mobile home using our guidelines.

- Count all people, including babies, who live and sleep here most of the time.
- If no one lives and sleeps at this address most of the time, go online at my2020census.gov or call the number on page 8.

The census must also include people without a permanent place to live, so:

- If someone who does not have a permanent place to live is staying here on April 1, 2020, count that person.

The Census Bureau also conducts counts in institutions and other places, so:

- Do not count anyone living away from here, either at college or in the Armed Forces.
- Do not count anyone in a nursing home, jail, prison, detention facility, etc., on April 1, 2020.
- Leave these people off your questionnaire, even if they will return to live here after they leave college, the nursing home, the military, jail, etc. Otherwise, they may be counted twice.

1. How many people were living or staying in this house, apartment, or mobile home on April 1, 2020?

Number of people =

2. Were there any additional people staying here on April 1, 2020 that you did not include in Question 1?

Mark all that apply.

- Children, related or unrelated, such as newborn babies, grandchildren, or foster children
- Relatives, such as adult children, cousins, or in-laws
- Nonrelatives, such as roommates or live-in babysitters
- People staying here temporarily
- No additional people

3. Is this house, apartment, or mobile home — Mark ONE box.

- Owned by you or someone in this household with a mortgage or loan? *Include home equity loans.*
- Owned by you or someone in this household free and clear (without a mortgage or loan)?
- Rented?
- Occupied without payment of rent?

4. What is your telephone number?

We will only contact you if needed for official Census Bureau business.

Telephone Number

- -

FORM **DI-Q1** (05-31-2019)

11800018



Person 1

5. Please provide information for each person living here. If there is someone living here who pays the rent or owns this residence, start by listing him or her as Person 1. If the owner or the person who pays the rent does not live here, start by listing any adult living here as Person 1.

What is Person 1's name? *Print name below.*

First Name MI

Last Name(s)

6. What is Person 1's sex? Mark ONE box.

Male Female

7. What is Person 1's age and what is Person 1's date of birth? *For babies less than 1 year old, do not write the age in months. Write 0 as the age.*

Age on April 1, 2020 *Print numbers in boxes.*
Month Day Year of birth
 years

→ NOTE: Please answer BOTH Question 8 about Hispanic origin and Question 9 about race. For this census, Hispanic origins are not races.

8. Is Person 1 of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
- Yes, Mexican, Mexican Am., Chicano
- Yes, Puerto Rican
- Yes, Cuban
- Yes, another Hispanic, Latino, or Spanish origin – *Print, for example, Salvadoran, Dominican, Colombian, Guatemalan, Spaniard, Ecuadorian, etc.*

9. What is Person 1's race?

Mark one or more boxes AND print origins.

- White – *Print, for example, German, Irish, English, Italian, Lebanese, Egyptian, etc.*

- Black or African Am. – *Print, for example, African American, Jamaican, Haitian, Nigerian, Ethiopian, Somali, etc.*

- American Indian or Alaska Native – *Print name of enrolled or principal tribe(s), for example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village of Barrow, Inupiat Traditional Government, Nome Eskimo Community, etc.*

- | | | |
|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Chinese | <input checked="" type="checkbox"/> Vietnamese | <input type="checkbox"/> Native Hawaiian |
| <input type="checkbox"/> Filipino | <input type="checkbox"/> Korean | <input type="checkbox"/> Samoan |
| <input type="checkbox"/> Asian Indian | <input type="checkbox"/> Japanese | <input type="checkbox"/> Chamorro |
| <input type="checkbox"/> Other Asian – <i>Print, for example, Pakistani, Cambodian, Hmong, etc.</i> | <input type="checkbox"/> Other Pacific Islander – <i>Print, for example, Tongan, Fijian, Marshallese, etc.</i> | |

- Some other race – *Print race or origin.*

→ If more people were counted in Question 1 on the front page, continue with Person 2 on the next page.

A1

A2

A3

A4

A5

A6

A7

A8



1. Print name of Person 2

First Name MI

Last Name(s)

2. Does this person usually live or stay somewhere else?

Mark all that apply.
 No
 Yes, for college
 Yes, for a military assignment
 Yes, for a job or business
 Yes, in a nursing home
 Yes, with a parent or other relative
 Yes, at a seasonal or second residence
 Yes, in a jail or prison
 Yes, for another reason

3. How is this person related to Person 1? Mark ONE box.

Opposite-sex husband/wife/spouse
 Opposite-sex unmarried partner
 Same-sex husband/wife/spouse
 Same-sex unmarried partner
 Biological son or daughter
 Adopted son or daughter
 Stepson or stepdaughter
 Brother or sister
 Father or mother
 Grandchild
 Parent-in-law
 Son-in-law or daughter-in-law
 Other relative
 Roommate or housemate
 Foster child
 Other nonrelative

4. What is this person's sex? Mark ONE box.

Male Female

5. What is this person's age and what is this person's date of birth? For babies less than 1 year old, do not write the age in months. Write 0 as the age.

Age on April 1, 2020 Print numbers in boxes.
 years Month Day Year of birth

→ NOTE: Please answer BOTH Question 6 about Hispanic origin and Question 7 about race. For this census, Hispanic origins are not races.

6. Is this person of Hispanic, Latino, or Spanish origin?

No, not of Hispanic, Latino, or Spanish origin
 Yes, Mexican, Mexican Am., Chicano
 Yes, Puerto Rican
 Yes, Cuban
 Yes, another Hispanic, Latino, or Spanish origin – Print, for example, Salvadoran, Dominican, Colombian, Guatemalan, Spaniard, Ecuadorian, etc.

7. What is this person's race?

Mark one or more boxes AND print origins.
 White – Print, for example, German, Irish, English, Italian, Lebanese, Egyptian, etc.
 Black or African Am. – Print, for example, African American, Jamaican, Haitian, Nigerian, Ethiopian, Somali, etc.
 American Indian or Alaska Native – Print name of enrolled or principal tribe(s), for example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community, etc.
 Chinese
 Filipino
 Asian Indian
 Other Asian – Print, for example, Pakistani, Cambodian, Hmong, etc.
 Vietnamese
 Korean
 Japanese
 Native Hawaiian
 Samoan
 Chamorro
 Other Pacific Islander – Print, for example, Tongan, Fijian, Marshallese, etc.
 Some other race – Print race or origin.

→ If more people were counted in Question 1 on the front page, continue with Person 3 on the next page.

A1

A2

A3

A4

A5

A6

A7

A8



1. Print name of

Person 4

First Name MI

Last Name(s)

2. Does this person usually live or stay somewhere else?

Mark [X] all that apply.

- No
Yes, for college
Yes, for a military assignment
Yes, for a job or business
Yes, in a nursing home
Yes, with a parent or other relative
Yes, at a seasonal or second residence
Yes, in a jail or prison
Yes, for another reason

3. How is this person related to Person 1? Mark [X] ONE box.

- Opposite-sex husband/wife/spouse
Opposite-sex unmarried partner
Same-sex husband/wife/spouse
Same-sex unmarried partner
Biological son or daughter
Adopted son or daughter
Stepson or stepdaughter
Brother or sister
Father or mother
Grandchild
Parent-in-law
Son-in-law or daughter-in-law
Other relative
Roommate or housemate
Foster child
Other nonrelative

4. What is this person's sex? Mark [X] ONE box.

- Male
Female

5. What is this person's age and what is this person's date of birth? For babies less than 1 year old, do not write the age in months. Write 0 as the age.

Age on April 1, 2020
Month
Day
Year of birth

NOTE: Please answer BOTH Question 6 about Hispanic origin and Question 7 about race. For this census, Hispanic origins are not races.

6. Is this person of Hispanic, Latino, or Spanish origin?

- No, not of Hispanic, Latino, or Spanish origin
Yes, Mexican, Mexican Am., Chicano
Yes, Puerto Rican
Yes, Cuban
Yes, another Hispanic, Latino, or Spanish origin - Print, for example, Salvadoran, Dominican, Colombian, Guatemalan, Spaniard, Ecuadorian, etc.

Print race or origin

7. What is this person's race?

Mark [X] one or more boxes AND print origins.

- White - Print, for example, German, Irish, English, Italian, Lebanese, Egyptian, etc.
Black or African Am. - Print, for example, African American, Jamaican, Haitian, Nigerian, Ethiopian, Somali, etc.
American Indian or Alaska Native - Print name of enrolled or principal tribe(s), for example, Navajo Nation, Blackfeet Tribe, Mayan, Aztec, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community, etc.
Chinese
Filipino
Asian Indian
Other Asian - Print, for example, Pakistani, Cambodian, Hmong, etc.
Vietnamese
Korean
Japanese
Native Hawaiian
Samoa
Chamorro
Other Pacific Islander - Print, for example, Tongan, Fijian, Marshallese, etc.
Some other race - Print race or origin.

Print race or origin

Print race or origin

If more people were counted in Question 1 on the front page, continue with Person 5 on the next page.

A1

A2

A3

A4

A5

A6

A7

A8



Use this section to complete information for the rest of the people you counted in Question 1 on the front page.
We may call for additional information about them.

Person 7

First Name **MI** **Last Name(s)**
Sex Male Female **Age on April 1, 2020** years
Date of Birth Month Day Year of birth
Related to Person 1? Yes No

Person 8

First Name **MI** **Last Name(s)**
Sex Male Female **Age on April 1, 2020** years
Date of Birth Month Day Year of birth
Related to Person 1? Yes No

Person 9

First Name **MI** **Last Name(s)**
Sex Male Female **Age on April 1, 2020** years
Date of Birth Month Day Year of birth
Related to Person 1? Yes No

Person 10

First Name **MI** **Last Name(s)**
Sex Male Female **Age on April 1, 2020** years
Date of Birth Month Day Year of birth
Related to Person 1? Yes No

Thank you for completing your 2020 Census questionnaire.

FOR OFFICIAL USE ONLY

JIC1 **JIC2**

If your enclosed postage-paid envelope is missing, please mail your completed questionnaire to:

U.S. Census Bureau
[Address Removed]

If you need help completing this questionnaire, call toll-free 1-844-330-2020, Sunday through Saturday from 7:00 a.m. to 2:00 a.m. ET.

TDD — Telephone display device for the hearing impaired. Call toll-free 1-844-467-2020, Sunday through Saturday from 7:00 a.m. to 2:00 a.m. ET.

The U.S. Census Bureau estimates that completing the questionnaire will take 10 minutes on average. Send comments regarding this burden estimate or any other aspect of this burden to: Paperwork Reduction Project 0607-1006, U.S. Census Bureau, DCMD-2H174, 4600 Silver Hill Road, Washington, DC 20233. You may email comments to <2020.census.paperwork@census.gov>. Use "Paperwork Reduction Project 0607-1006" as the subject.

This collection of information has been approved by the Office of Management and Budget (OMB). The eight-digit OMB approval number 0607-1006 confirms this approval. If this number were not displayed, we could not conduct the census.

A1

A2

A3

A4

A5

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Six | Population Projections



Page intentionally left blank

McLean County Population Projections 2020 – 2050

August 16, 2022

Prepared by:
Andrew J. Greenlee, Ph.D.
Greenlee Consulting, LLC

Table of Contents

<i>Summary</i>	3
<i>Historical Population Trends</i>	3
<i>Contemporary Population Trends</i>	4
Population Centers and Location of Change	5
Age Structure	8
<i>Employment Trends</i>	10
<i>Projection Assumptions and Limitations</i>	12
Projection Strategies	12
Strategy 1: Hamilton-Perry Projections	13
Strategy 2: Cohort-Component Projections	13
Projection Components and Data	14
<i>Projection Results</i>	17
Projecting Local Population	19
Bloomington	20
Normal	22
McLean County Excluding Bloomington and Normal	24
<i>Making Sense of Projections</i>	26
<i>Considerations for the Future</i>	27

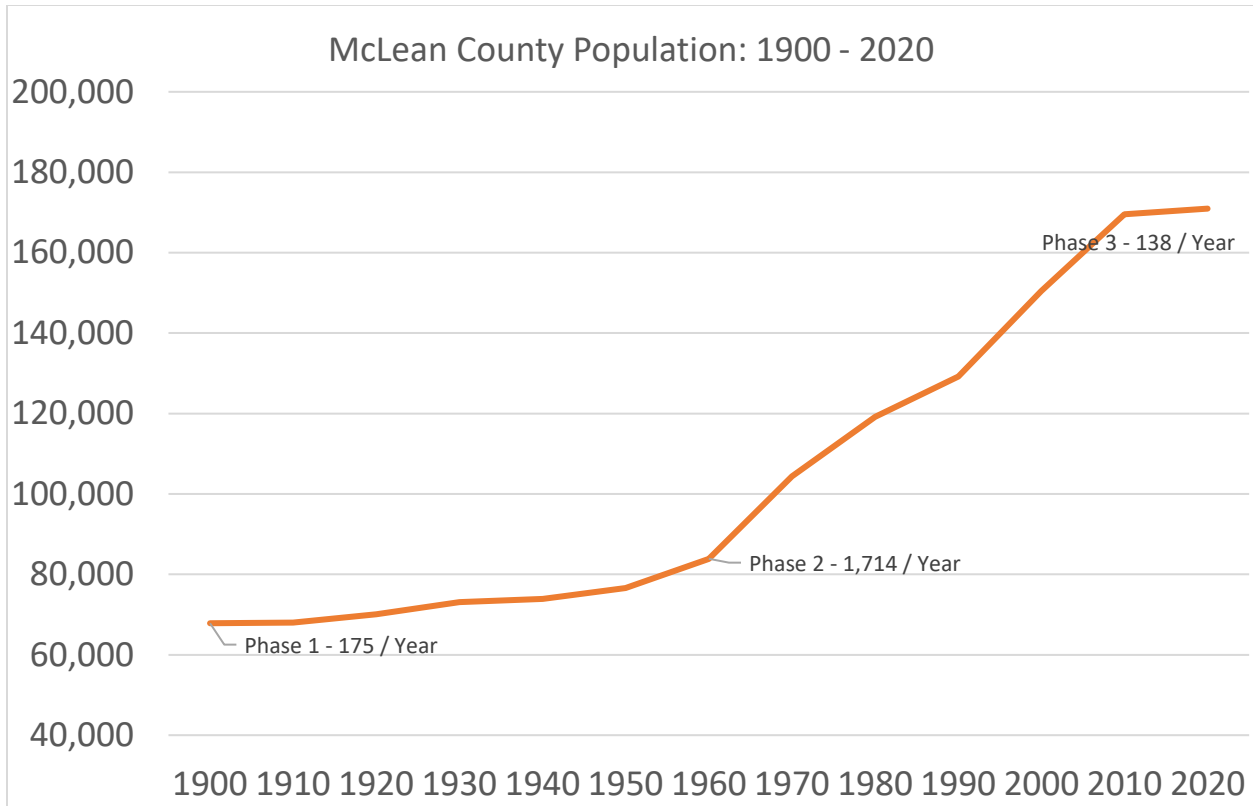
Summary

Over the last decade, there's been a major shift in the population trends in McLean County. A period of steady population growth from 1960 to 2010 has given way to much slower net population growth between 2010 and 2020, with a net decline in the county's population between 2015 and 2020. Prior Illinois state population projections based upon earlier data are very optimistic about regional growth, and news about proposals for growth amongst the county's industry are likewise promising. Yet demographic trends from 2015 to 2020 reveal underlying demographic processes that are likely to blend together with future growth.

- Between 2015 and 2020, McLean County lost 2,160 people (0.25 percent), resulting in a 2020 population of 170,594.
- Net population growth in Bloomington and Normal over the period 2010 – 2020 (1.99 percent and 0.47 percent respectively) was countered by a modest decline in population in the remaining portions of the county (a decline of 0.96 percent).
- Population change trends between 2015 and 2020 show net outmigration for working-age households and children, and strong growth amongst the post-retirement population.
- Declining state and local fertility rates mean that potential long-run future population growth will likely be driven by labor migration to the region.
- If the population trends of 2015 to 2020 continue without any major changes to the population structure, McLean County's 2050 population will decline to levels similar to what they were around the year 2000.
- A modest increase in labor migration to the region has the potential to reverse the trends of 2015 to 2020, with stronger impacts projected to the populations of Bloomington and Normal.

Historical Population Trends

Since 1900, McLean County has experienced three distinct population change trends. During the period 1900 to 1950, the county experienced slow but steady population growth at a rate of 175 individuals per year. Between the period 1960 and 2010, that rate increased nearly tenfold to 1,714 per year. Between 2010 to 2020, the rate has slowed considerably to 138 per year, with much of this slowdown occurring between 2015 and 2020. The comparatively quick change in trends over the last ten years leads to many questions about the population futures for McLean County – the analysis and projections contained within this section are designed to examine some of the issues and potential policy considerations.



Contemporary Population Trends

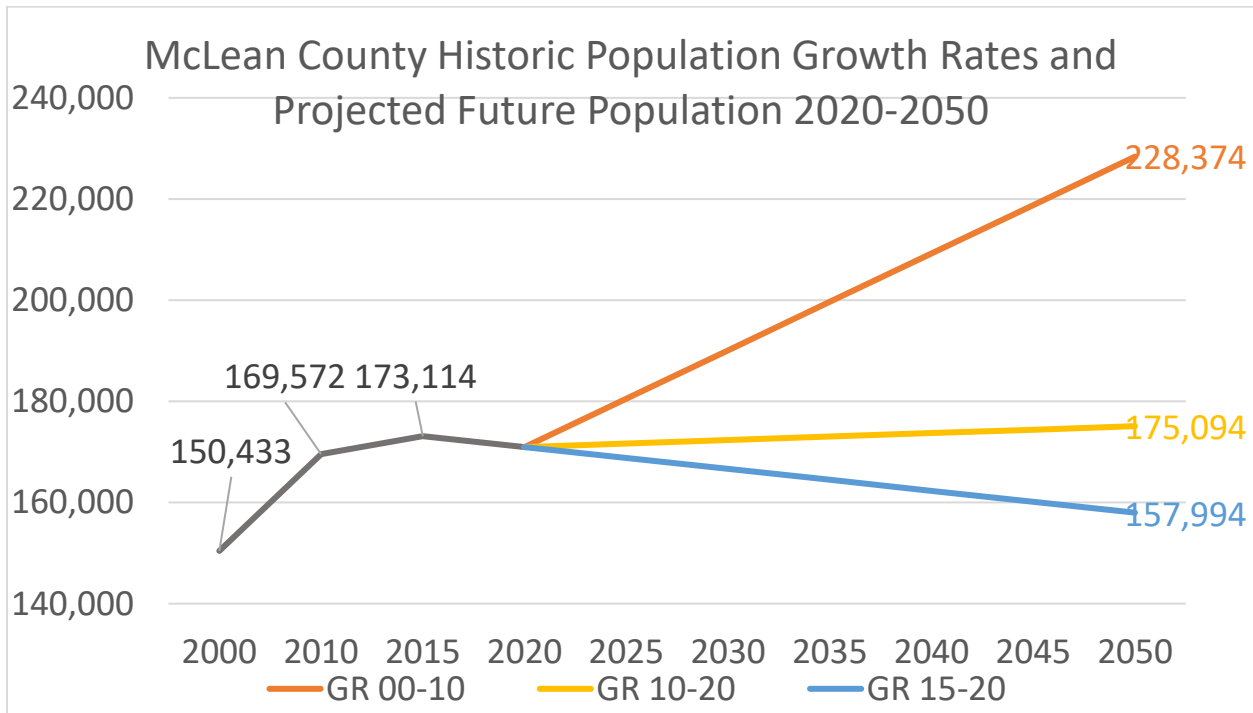
McLean County’s 2020 population was 170,954, which represents a loss of 2,160 people since 2015 (loss of 0.25 percent or 432 people per year), and a gain of 1,382 since 2010 (gain of 0.08 percent or 138 people per year). This represents a major change from the prior ten years (2000-2010) when the population grew by 19,139, or 1.27 percent (1,914 people) per year.

Period	Change	Period Rate	Annual Change	Annual Rate
2000 - 2010	19,139	12.72%	1,914	1.27%
2010 - 2020	1,382	0.81%	138	0.08%
2010 - 2015	3,542	2.09%	708	0.42%
2015 - 2020	-2,160	-1.25%	-432	-0.25%

This change over the last five years is due to a combination of factors – it reflects more general statewide trends, the impact of economic restructuring within the local economy, and the impact of the COVID-19 pandemic on the state and region.

The recent shift in rates of population change has particularly important implications for the types of “what if” scenarios involved in projecting future population. Using historical rates to extrapolate the future population of McLean County illustrates this challenge:

- Using the growth rate from 2000-2010 (1.27 percent) results in population growth that does not align with the substantially lower growth rates observed between 2010 and 2020.
- Using the growth rate from 2010-2020 (0.08 percent) indicates very slow population growth over the next 30 years.
- Using the growth rate from 2015 – 2020 (-0.25 percent) indicates moderate loss of population over the next 30 years.



These three growth rates define a reasonable bound within which we may expect population projection models to fall. Despite recent local growth led by several major employers, it is unlikely that the region will see growth rated return to those seen between 2000 and 2010. A lag in demographic data reporting means that recent rapid growth in industries is also not yet reflected in the demographic trends of 2015-2020. This suggests that it is plausible to expect modest population growth, akin to that seen between 2010 and 2020, assuming major changes in demographic trends when compared to the past five years.

Population Centers and Location of Change

In 2020, for every ten residents in the county, 5 lived in Bloomington, 3 lived in Normal, and 2 lived elsewhere in McLean County. Looking over the last 30 years, the population shares for Bloomington, Normal, and the remainder of McLean County are consistent over time. Between 1990 and 2000, strong population growth was present throughout the county. Between 2000 and 2010, this rate slowed slightly in Bloomington, increased in Normal, and slowed substantially across the remainder of the county. Between 2010 and 2020, both Bloomington

A1

A2

A3

A4

A5

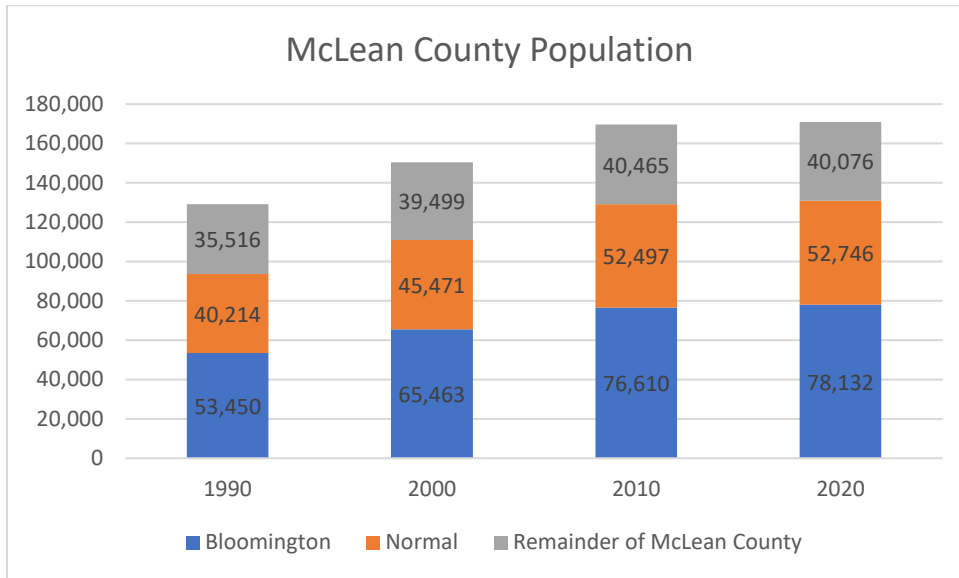
A6

A7

A8

and Normal saw modest growth (1.99 percent and 0.47 percent respectively), while the remainder of the county saw a modest decline in population (a decline of 0.96 percent).

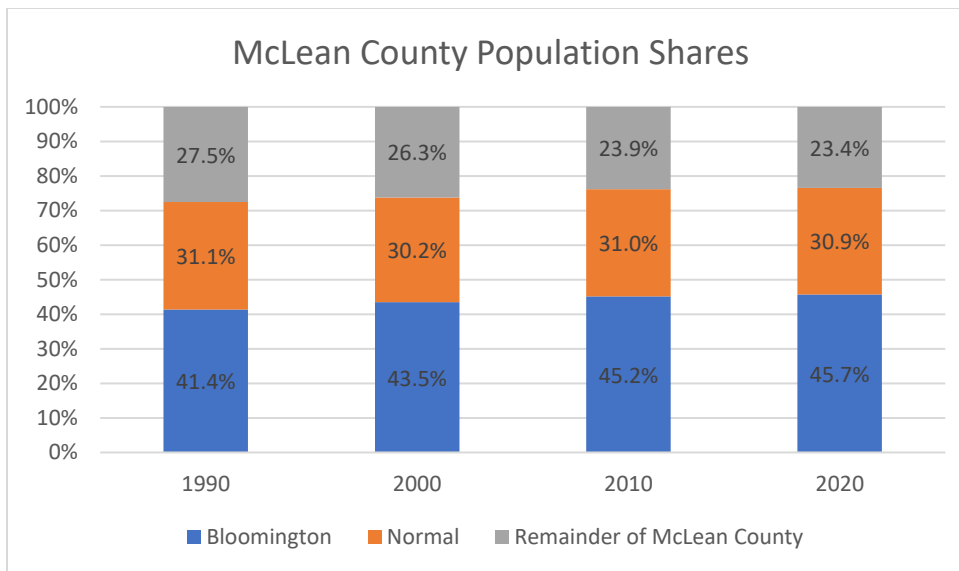
A1



A2

A3

A4



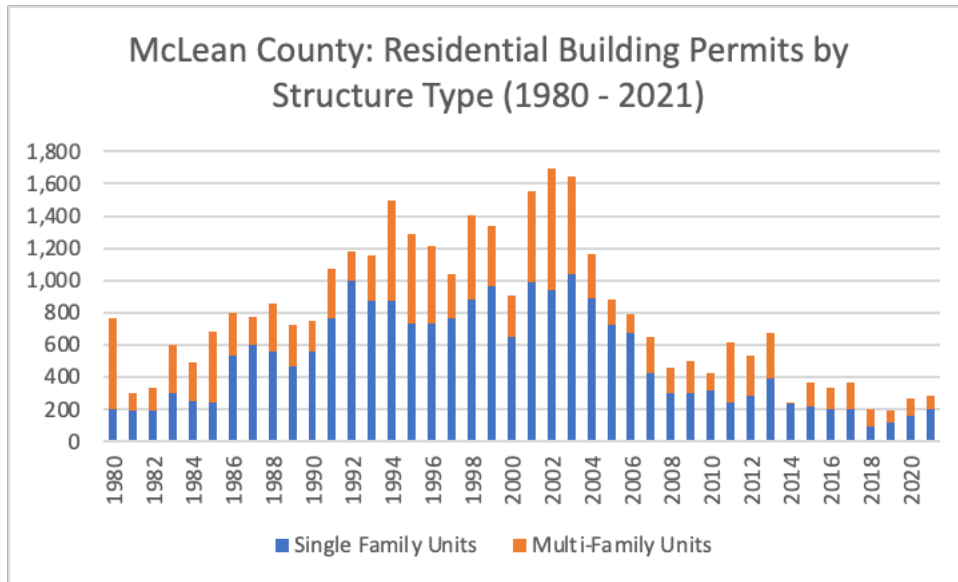
A5

A6

As the county contends with forecasting where new growth may occur, it is valuable to revisit historic trends regarding residential building permits. Permit activity began to decline just before the Great Recession – since that time, permit rates have remained relatively low with rates between 95 and 220 single family permits per year during the period 2015 and 2020 and 77 and 172 multifamily permits per year during the same period.

A7

A8



More recent permit data for the period 2020 through 2022 underscore that much of the current permit activity is concentrated in Bloomington and Normal. During that period, 48 percent of permits went for construction in Bloomington, 39 percent of permits went for construction in Normal, and 13 percent of permits went for construction in other portions of McLean County.

City of Bloomington

Permit Type	2020	2021	2022	Total
Single Family Detached	114	95	78	287
Single Family Attached	2	0	0	2
Duplex	0	0	0	0
Multifamily	5	5	1	11
Mobile Home	0	0	0	0
Total	121	100	79	300

Town of Normal

Permit Type	2020	2021	2022	Total
Single Family Detached	57	63	43	163
Single Family Attached	5	3	32	40
Duplex	16	14	0	30
Multifamily	1	5	0	6
Mobile Home	0	2	2	4
Total	79	87	77	243

Remainder of McLean County

A1

Permit Type	2020	2021	2022	Total
Single Family Detached	27	34	19	80
Single Family Attached	0	0	0	0
Duplex	0	0	0	0
Multifamily	0	0	0	0
Mobile Home	0	0	0	0
Total	27	34	19	80

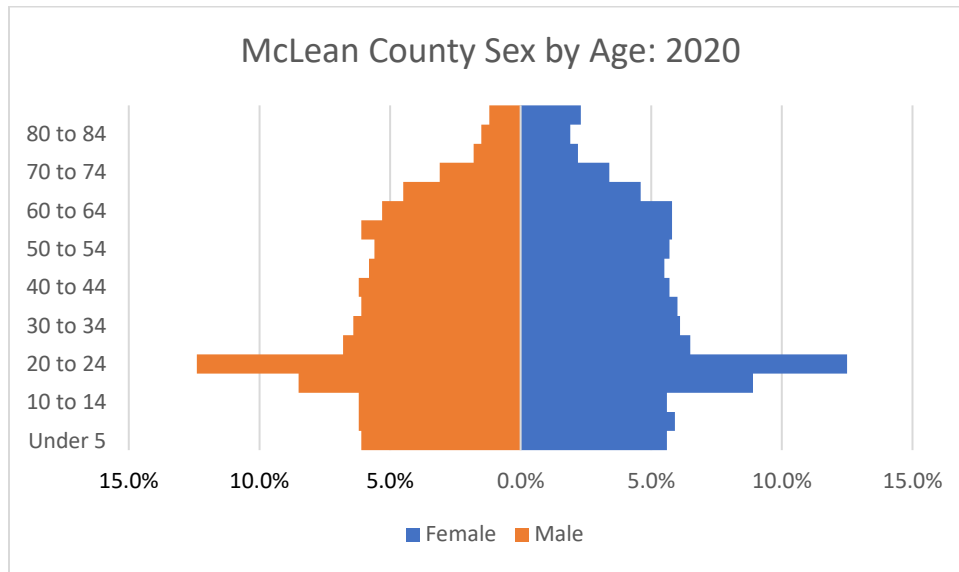
A2

Age Structure

A3

McLean County has a unique age structure that is somewhat distorted by the large presence of students in residence at institutions of higher education such as Illinois State University. University-aged students in the age cohorts 15-19 and 20-24 represent around 9 and 12 percent of the population, yet the next two population cohorts (25-29 and 30-34 represent around 7 and 6 percent of the population, respectively, meaning that many individuals in their early 20s tend to migrate away from the county in their late 20s or early 30s.

A4



A5

A6

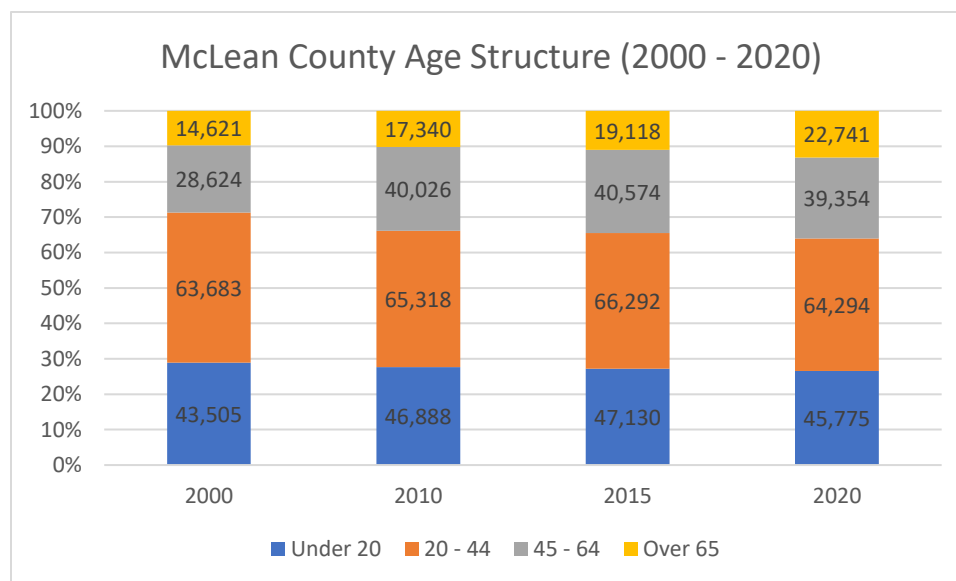
In addition to a consistent outsized population of adults aged 15-24, the county’s population is growing older. Between 2010 and 2015, the population over age 65 increased by 10 percent, and between 2015 and 2020 by 19 percent. By contrast, modest gains in the younger population between 2010 and 2015 transitioned into modest population loss between 2015 and 2020. At the same time, the working-age population (20-64) remained relatively constant at around 60 percent of the population.

A7

A8

These unique features of the population hold important implications for consideration in making projections about the county’s population futures – amidst the backdrop of a global pandemic and recent meteoric growth in new local industry will more young adults choose to remain in McLean County? Will the county continue to age due both to population remaining in McLean County coupled with in-migration to the county of older adults? Will rapid growth across some industries result in stable growth in new families within the region?

Between 2015 and 2020, the county saw modest population losses for all age cohorts up to age 40 (a net loss of 3,699) and growth amongst the population ages 60 and older (a gain of 4,463).¹ Should such trends continue, a combination of population loss amongst working-age adults and an increase in the number of older adults is likely to set the stage for a continued decline in population. However, there is plenty of evidence to suggest that population losses could be offset by growth due to employment migration and retention of young adults locally in a reversal of a significant outmigration trend.



Age Range	2000	2010	2015	2020	% Δ 2010-2015	% Δ 2015-2020
Under 20	43,505	46,888	47,130	45,775	0.52%	-2.88%
20 - 44	63,683	65,318	66,292	64,294	1.49%	-3.01%
45 - 64	28,624	40,026	40,574	39,354	1.37%	-3.01%
Over 65	14,621	17,340	19,118	22,741	10.25%	18.95%
Total	150,433	169,572	173,114	172,164	2.09%	-0.55%

Like the rapid change in the county’s population growth rate over the past ten years, the county’s age structure is at a crossroads. It is highly likely that the proportion of older adults in the county will continue to increase, due to high quality of life within the region. Recent rapid

¹ These estimates are based upon comparisons between 2015 5-year ACS data and 2020 5-year ACS data. Detailed age breakdowns based upon 2020 decennial census data will not be released until May 2023.

A1

A2

A3

A4

A5

A6

A7

A8

employment growth in firms such as Rivian have not yet translated into major changes in the county's demographic structure, but such growth is likely to translate into new migration to the region which will impact demand for housing, increase the number of working-age adults in the region, and will eventually translate into a greater share of children and young adults in the region. The uncertainty around these trends will be explored in more depth in examining considerations for population projections.

A1

Employment Trends

A2

McLean County has a stable and diversified economy anchored by several major employers including State Farm, Rivian, Illinois State University, Country Financial, Unit 5 Schools, and several major healthcare providers. It is important to note a few important transitions within the local employment market over the past ten years:

A3

- State Farm transitioned a portion of its workforce from offices in downtown Bloomington to other facilities in McLean County and other regional offices throughout the United States.
- Electric vehicle producer Rivian has rapidly expanded its footprint within the region, growing to more than 5,000 employees over the course of three years, with the prospects of additional expansion over the next few years.
- Candymaker Ferrero has also committed to expansion in both facilities and workforce in the region, adding an additional 200 jobs to the 350 already present in their Bloomington facility.

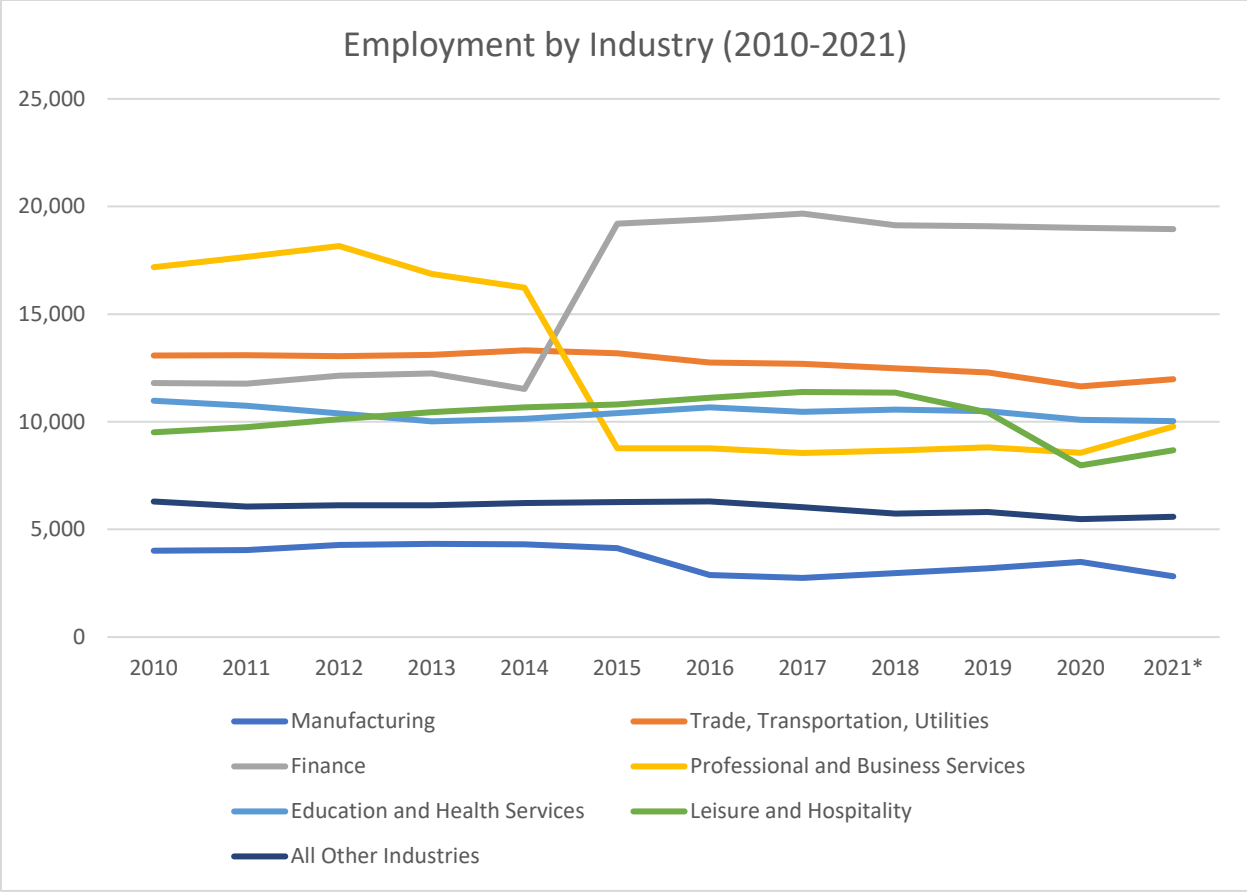
A4

A5

A6

A7

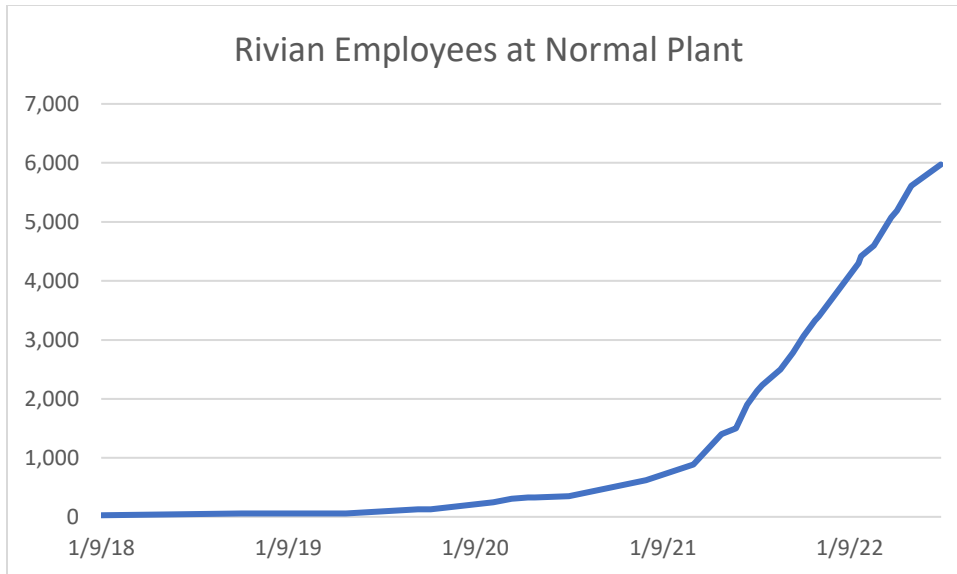
A8



Historical trends in employment by industry show a diversified and stable local economy. Restructuring at State Farm around 2014 did result in a major shift in the classification of workers in the finance and professional business services sector. A growing leisure and hospitality sector also saw major declines starting between 2019 and 2020, likely because of economic challenges due to the COVID-19 pandemic. Most other industries show stable shares of employment within the county. Given lags in reporting of data on employment by industry, recent rapid growth at Rivian and planned growth in other firms are not yet reflected in these employment by industry trends.

Given the recent news stories regarding Rivian’s rapid growth, it is important to acknowledge the impact of rapid growth of the company on the local labor market. In March 2021, Rivian employed around 890 people at its Normal location. In March 2022, that number was around 5,000, and by July 2022, around 5,900. Over the course of a few years, Rivian has grown to become the third largest employer in the county, yet this rapid growth is yet to be reflected in the types of data employed in projecting future population.

A1
A2
A3
A4
A5
A6
A7
A8



A1

A2

A3

Projection Assumptions and Limitations

Population projections rely upon data about the past to tell us about the likely future. Projections should be viewed as a window into *what could be* as opposed to *what will be*. While projections help us to learn about what the future may look like given the recent past, they are designed to facilitate careful conversation and understanding of the potential ways in which changes in current circumstances may greatly alter the relevance of past trends.

A4

All projections are based on a set of assumptions. The following assumptions were employed in making these projections:

A5

1. Projections assume overall economic stability at the national, state, and local level throughout the forecast period, including no major changes in the frequency or nature of local natural or human disaster risk, and no major changes with regards to war or conflict impacting the Nation.
2. Projections assume freedom of mobility and migration over the forecast period.
3. Projections assume no major changes in policies or trends related to public health, housing, or immigration.
4. Projections assume no major changes in technology, especially technologies that might influence healthcare (factors impacting birth and death rates) or reproduction (factors impacting birth rates).

A6

A7

Projection Strategies

Two projection strategies are employed to look at population trends for McLean County for the period 2020-2050. Both strategies divide the population into 18 5-year cohorts by age and gender. Observed demographic data for the prior five years (in this case, 2010 – 2015 ACS data and 2015-2020 ACS data) is used to develop rates of change for each cohort for the next five

A8

years. By “ageing” the population forward in time, estimates of future population can be derived based upon information regarding past trends. Two projection strategies are combined based upon their relative strengths and weaknesses to develop scenarios for further discussion and conversation.

A1

Strategy 1: Hamilton-Perry Projections

A2

Hamilton-Perry projections are simple in that they rely solely upon age cohort information to infer *cohort change ratios* – the proportion of individuals from the prior five years who transition into the next age cohort in the next five years. The cohort change ratio for each age cohort is calculated as follows:

$$\text{Cohort Change Ratio}_{2015-2020} = \frac{\text{Population}_{2020}}{\text{Population}_{2015}}$$

A3

To project each cohort’s population for the next period (in this case, 2025), the cohort change ratio for each age cohort is applied to the 2020 population in the age cohort being aged forward to derive the expected population for 2025 in that age cohort.

A4

Cohort change ratios are useful because they can effectively control for consistent age structure aberrations such as the large proportion of college-aged residents who migrate from the region between the ages of 25 and 35. The simplicity of this approach, however, does not provide major insight into the specific underlying processes or components of population change which are occurring. Cohort change ratios are employed as a baseline to measure change without any major assumptions around what factors may influence change in the future.

A5

Strategy 2: Cohort-Component Projections

Cohort-component projections represent a more complex model of population change. Where the Hamilton-Perry approach uses only observed data on past age structure, the cohort-component model itemizes specific components of population change including births, deaths, and migration. This approach provides more information regarding the contribution of each component to population change for each age cohort. Outputs from cohort-component projections allow for more fine-grained interpretation of the drivers of population change, as well as the underlying assumptions behind those drivers. To project the future population of each age cohort, the cohort-component model looks at cohort-specific birth and death rates, as well as net migration, applying fertility rate information to the female population of childbearing age to derive new births to the population, using mortality data to derive the number of deaths, and using data on prior migration rates to derive net migration within each age cohort. Applying these rates to each cohort “ages” the cohort’s population to its expected number five years in the future. Chaining together projections of each five-year period allow for

A6

A7

A8

the estimation of the future population given the continuation of past trends – in this case, from year 2020 – 2050 by 6 rounds of “ageing” the population.

A1

Projection Components and Data

The population projection methodologies employed in this report draw heavily on insight from recent trends in population structure to make inference about future population. These projections work by examining population age structure by five-year cohorts (e.g., 0-4, 5-9, 10-14 ... 80-84, 85+). By observing trends in cohorts over the past five years (in this case 2015-2020), future trends can be projected by “ageing” each observed population cohort in five-year intervals. Harris-Perry models do this by applying the cohort change ratio. Cohort-component models do this by adding new births to the population, subtracting deaths from each age cohort, and adding the net number of migrants within each age cohort thereby resulting in the projected population for the next time period.

A2

A3

Population Estimates

Data Source

Population estimates for McLean County and for Bloomington and Normal come from the American Community Survey (ACS). 2015 data are proxied by 2010-2015 5-year ACS data. 2020 data are proxied by 2016 – 2020 5-year ACS data. Typically, decennial census estimates would be used for the even years in 5-year projections, however, while decennial census redistricting data files have been released based upon 2020 population estimates, the U.S. Census Bureau has delayed the release of detailed tables (including age structure) until May 2023. This delay in release is due in part to higher than normal nonresponse rates to the decennial census reported directly by the census bureau. Census bureau estimates of error in the decennial census indicated, for instance, that Illinois’ population was underreported by nearly 250,000 people – resulting in a net gain in the state’s population from 2010. The census bureau reports error at the state level, making it impossible to estimate the impacts of that error on a given county.

A4

A5

Contribution to Population Projections

Population estimates are the main source of information for the size and rates of change associated with each age cohort. Given the uncertainty around the true population number, projections are derived for the population estimate as well as the lower and upper bounds of the margin of error. This provides a reasonable range within which the true population values are most likely to lie given the uncertainty inherent in ACS data.

A6

A7

Births

Data Source

Birth data and birth rates for McLean County came from the Illinois Department of Public Health (IDPH). Where IDPH truncates reported births for those under 20 and those over 40, the projections utilized in this report require data on births for women ages 10 through 54. Data on

A8

births for the cohorts aged 10-14 and 15-20 are allocated proportionately to those populations. Likewise, births to mothers over age 40 are allocated proportionately to those populations. In 2020, births to those under the age of 20 represented 3.71 percent of all births to mothers in the county, and births to those over the age of 40 represented 2.24 percent of all births to those in the county.

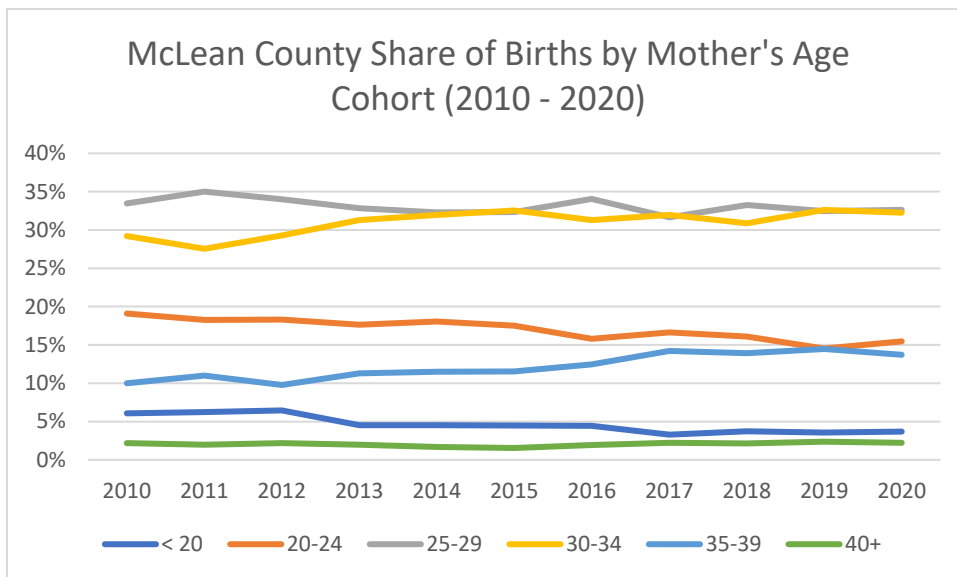
A1

Birth Trends

Between 2010 and 2020, the number of births in McLean County declined by 19.8 percent – from 2,121 in 2010 to 1,700 in 2020. This decline in births parallels a drop in births for the state of Illinois during the same period of 19.2 percent. Paralleling a decline in teen pregnancy across the state, the proportion of births to women under age 20 declined over the last decade, paralleling a decline in the share of births to women in their early 20’s. 65 percent of births are to women between the ages of 25 and 34.

A2

A3



A4

A5

Contribution to Population Projections

Following state trends, a declining birth rate coupled with an ageing population means that births will contribute less to population growth than what has historically occurred in the county. While the county has a large proportion of women in the 20-30 age range, due largely to regional institutions of higher education, birth rates for this population are low while they are in pursuing their education, and many of these individuals are likely to leave the county after they complete their degree.

A6

Deaths

Data Source

Deaths are estimated from national data coming from the National Center for Vital Statistics in 2019. These data look across the nation at the likelihood that an individual in a particular age

A7

A8

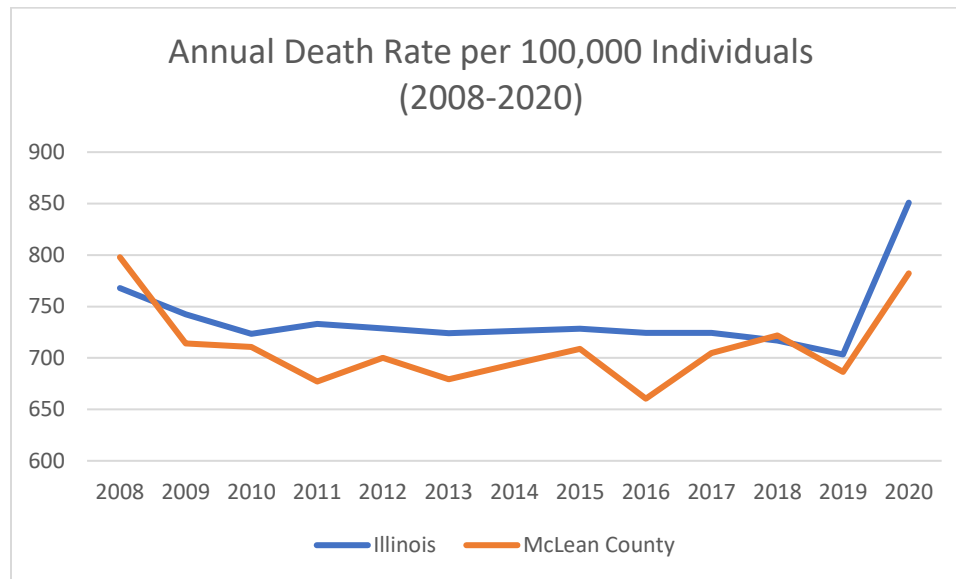
range is going to die during the next year. The rates from these data are applied to each age cohort to determine the population at risk to die between projection periods.

A1

Death Trends

Death trends for McLean County remain stable, despite a slight uptick in deaths in 2019 and 2020 due to the COVID-19 pandemic. In general, McLean County fares better than the state of Illinois regarding death rate, likely due to an abundance of healthcare opportunities and relative wealth within the region. As aforementioned, the models make use of national data for deaths from 2019 to avoid capturing the COVID-19 pandemic in projecting future trends.

A2



A3

A4

A5

Contribution to Population Projections

Mortality rates help us to understand how many people we should expect to age from one age cohort to the next in each projection period. Stable mortality rates imply a relatively consistent proportion of individuals who will die between projection periods. Lower mortality rates tend to have the most impact on an ageing population, and ageing individuals live longer.

A6

Migration

Migration is the most challenging component to estimate within population projections as reliable data is often a challenge. In our cohort-component modules, net migration is estimated as the observed residual of natural increase (the difference between the 2015 minus deaths plus births and the 2020 population).

A7

Contribution to Population Projections

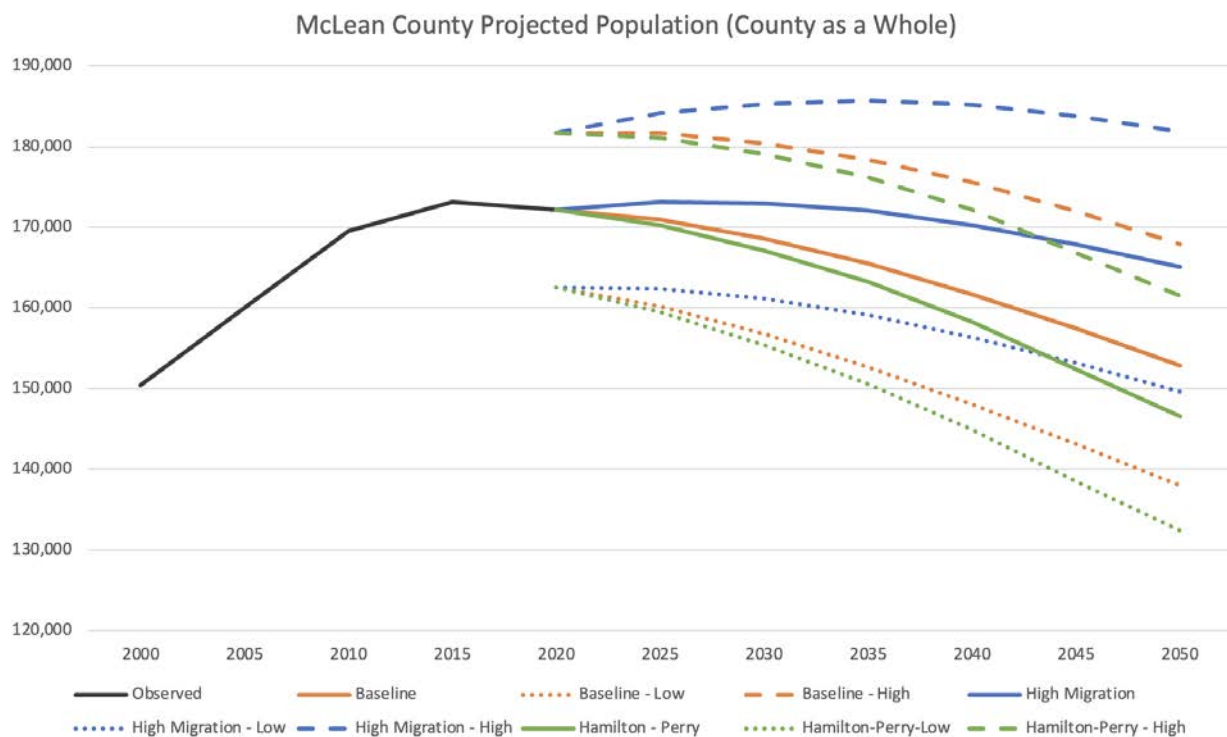
Net migration is a particularly important component to pay attention to in this series of projections in that it captures two major local population dynamics – the influx of college-aged adults to the region, and the potential labor migration associated with rapid expansion of

A8

regional employment opportunities. Given the declining birth rate in McLean County and Illinois more generally, it is likely that migration will represent an increasingly important pathway for population growth within the region.

Projection Results

Between 2015 and 2020, McLean County’s estimated population declined by 0.55 percent. If these trends continue, the county’s 2050 population is likely to continue to decline. Both the Hamilton-Perry and baseline cohort-component projections indicate a decline in population in 2050 to levels just slightly above what they were in the year 2000 (14.85 and 11.22 percent decline in population from 2020 to 2050 respectively) – a population of between 146,603 and 152,846. It is important to recognize that these projections are contingent upon trends continuing as they have between 2015 and 2020 based upon population estimates. The main drivers of the decline in population beyond 2020 were high rates of net outmigration for the population under age 50, a county decline in birth rate between 2015 and 2020, and high net migration for older adults which compounds over time.



The projected age structure for 2050 shows the impact of declining birth rates to the region. A population experiencing high rates of natural increase (more births than deaths) would be expected to have a wider base with more children entering the population. The squared-off shape of the base of the pyramid indicates low rates of natural increase. The squared off shape at the top of the pyramid indicates a high proportion of older adults within the population – a continuation of the current trend.

A1

A2

A3

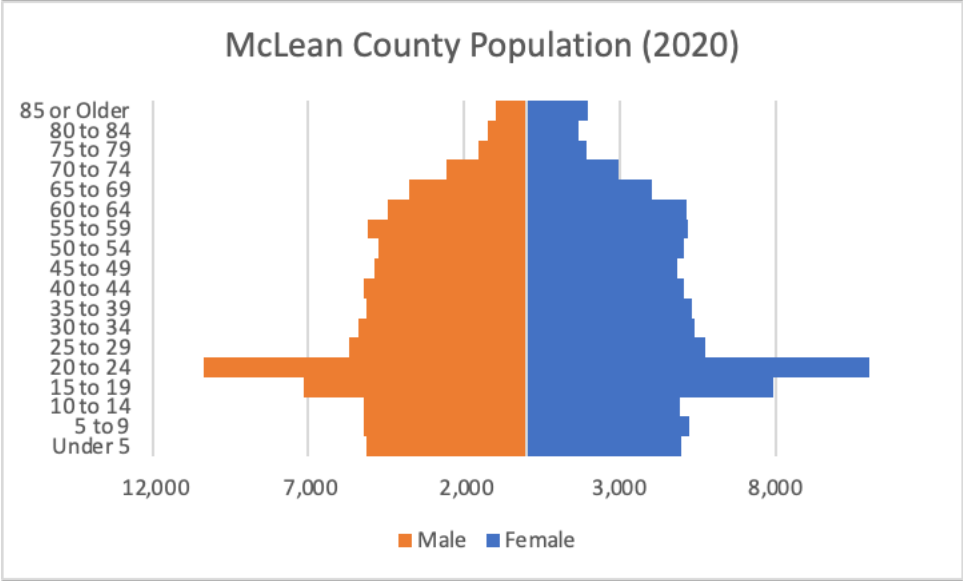
A4

A5

A6

A7

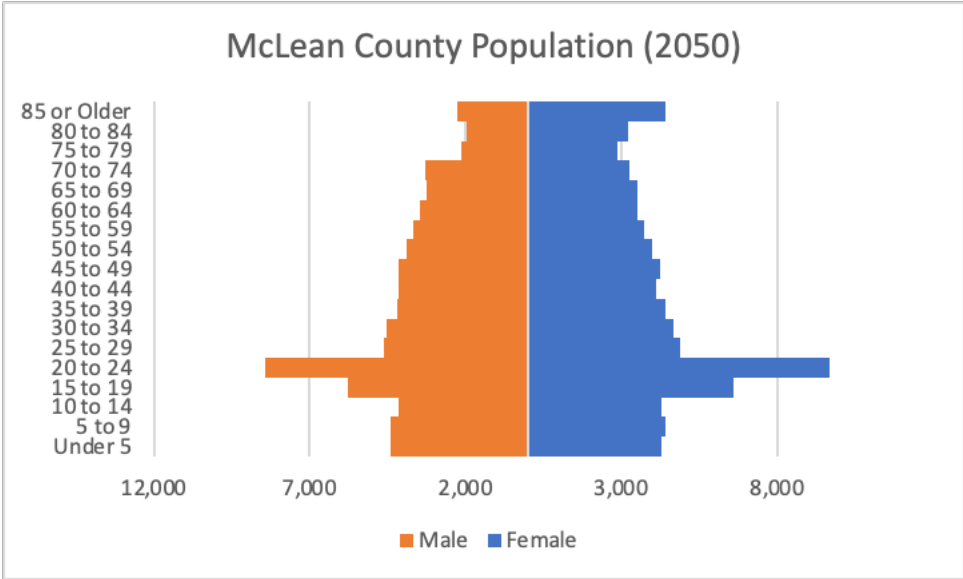
A8



A1

A2

A3



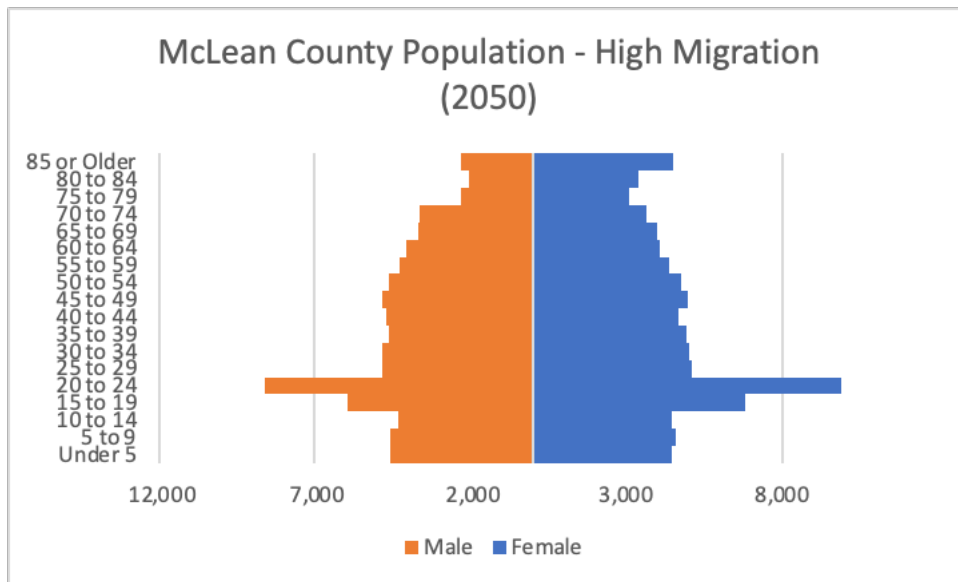
A4

A5

A6

A7

A8



A1

A2

A3

Baseline scenarios do not account for potential adjustments to population rates beyond observed data for births, deaths, and migration. Given the recent trends associated with industry growth within the region, a “high migration” scenario was developed which considers a 2.5% increase in net migration rates for the age cohorts 20-60 – working age adults. Given that Rivian’s growth alone over the past few years represents an expansion of more than 7 percent of the private labor market, it is likely that population growth which is not yet captured in either jobs or population data will result in more favorable net migration trends, especially for working-aged adults. Despite the potential for a labor migration boom, a conservative approach was taken to factoring labor migration into population projections. Under the high migration scenario, McLean County’s population grows slightly and then exhibits a very minor decline after 2030 (a net decline of 4.12 percent from 2020 to 2050, or -0.26 percent per year).

A4

A5

The age structure for the high migration scenario is largely like that in the baseline scenarios, with higher numbers of working-aged adults, and a slightly higher number of children due to the higher number of women of childbearing age in the population.

A6

Projecting Local Population

The above projections are based upon estimates for McLean County as a whole. Sub-projections were also done for Bloomington and Normal based upon population estimates from the American Community Survey, and Bloomington and Normal projected populations were subtracted from the projections for the county as a whole to yield projected population for rural McLean County. Based upon this strategy, the overall projected population from the two sub projections, plus the estimated rural population will add up to the population estimates in the county projections. Because the margin of error for the rural portions of the county minus Bloomington and Normal is not known, high and low scenarios were not projected for the rural portions of the county.

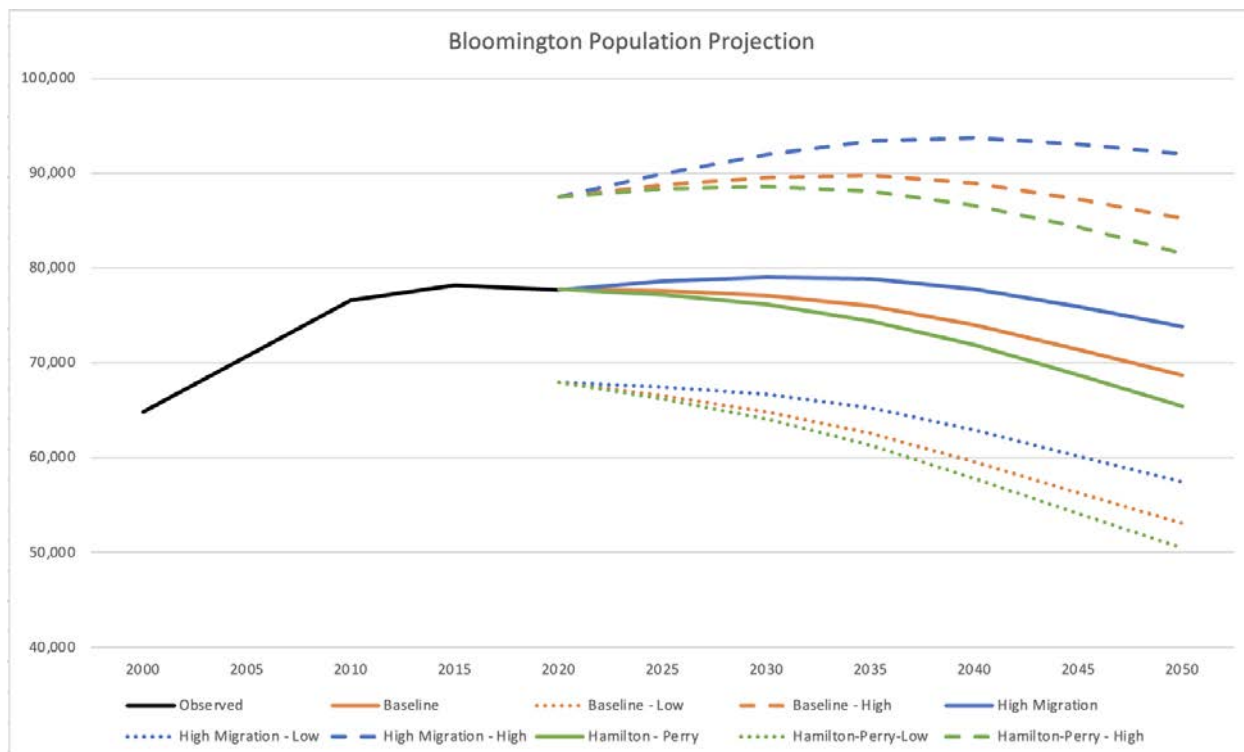
A7

A8

Given the unique population structures for each of these regions, subprojections provide useful insight for the population future of each place, and also allow for a more complete picture of the shared population future for the county. The projected population resulting from the three subprojections was compared to a countywide projection, and trends agreed. The cumulative population totals for subprojections do indicate a higher overall population in 2050 when compared to the county-level projection model. While smaller-area projections inherently come with more uncertainty, the consistency of overall trends suggest that these models represent a valuable approach to understanding the factors contributing to shared population futures in the county.

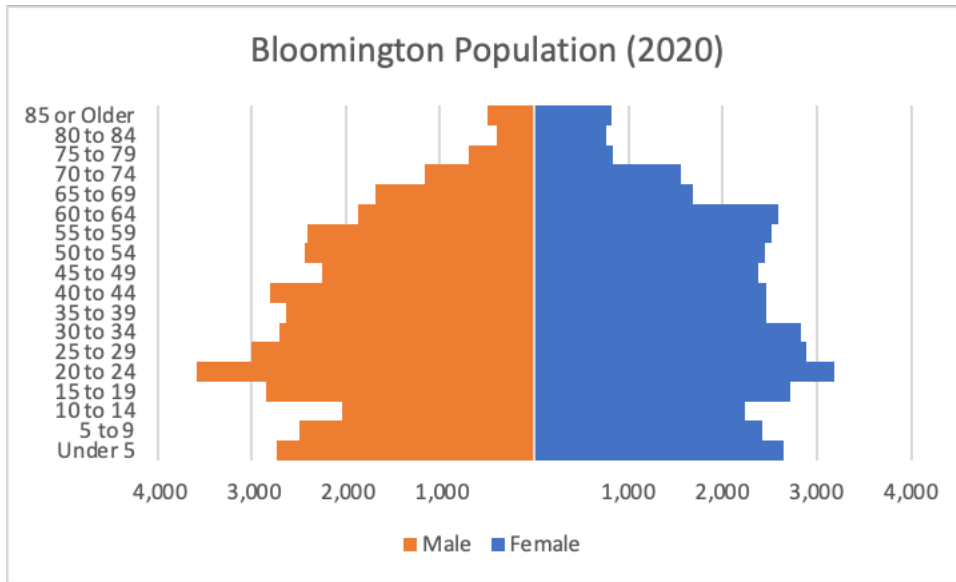
Bloomington

Between 2015 and 2020, Bloomington’s population declined by 0.62 percent from 78,206 to 77,725. Baseline cohort-component and Hamilton-Perry projections estimate a 2050 population of 68,662 and 65,398 respectively (a loss of 11% and 15% from 2020 respectively). Under the high migration scenario, Bloomington’s population increases slightly through 2035 and then declines for a net decline from 2020 of 5.03 percent.



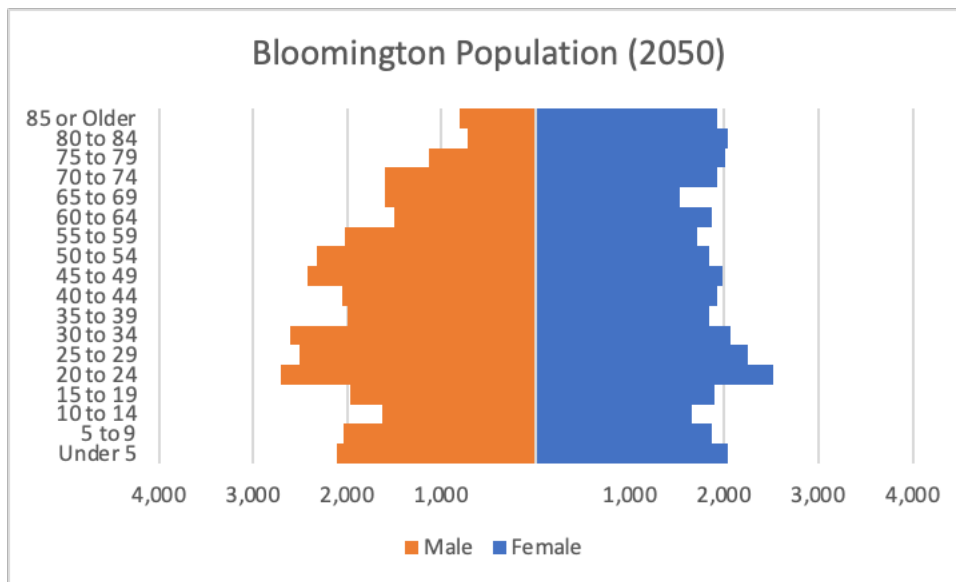
Bloomington’s age structure is projected to become relatively “flat” – a reflection of the ageing of the population and overall low county-level rates of births to mothers of childbearing age. The overall age structure remains consistent under the high migration scenario, with a slight increase in the number of working-age adults in the population, and a slight increase in children being born to females of childbearing age.

A1



A2

A3



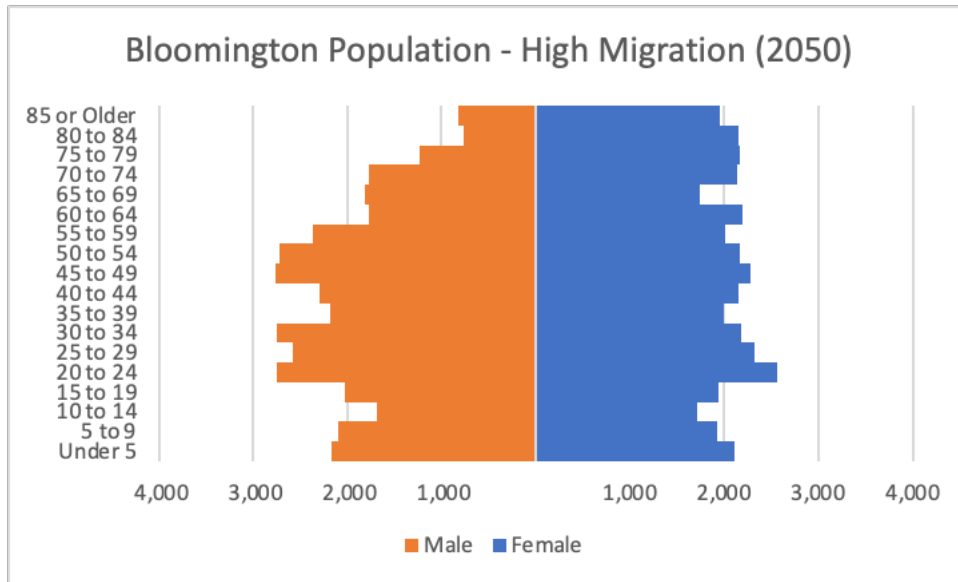
A4

A5

A6

A7

A8



A1

A2

A3

Normal

Between 2015 and 2020, Normal’s population grew by 211 residents - 0.39 percent. Baseline cohort-component and Hamilton-Perry projections estimate a 2050 population of 52,301 and 50,842 respectively – a loss of 4.38 percent and 7.05 percent of the population from 2020. Under the high migration scenario, Normal’s population increases to 56,456 in 2050 – a 3.21 percent increase (0.11 percent per year).

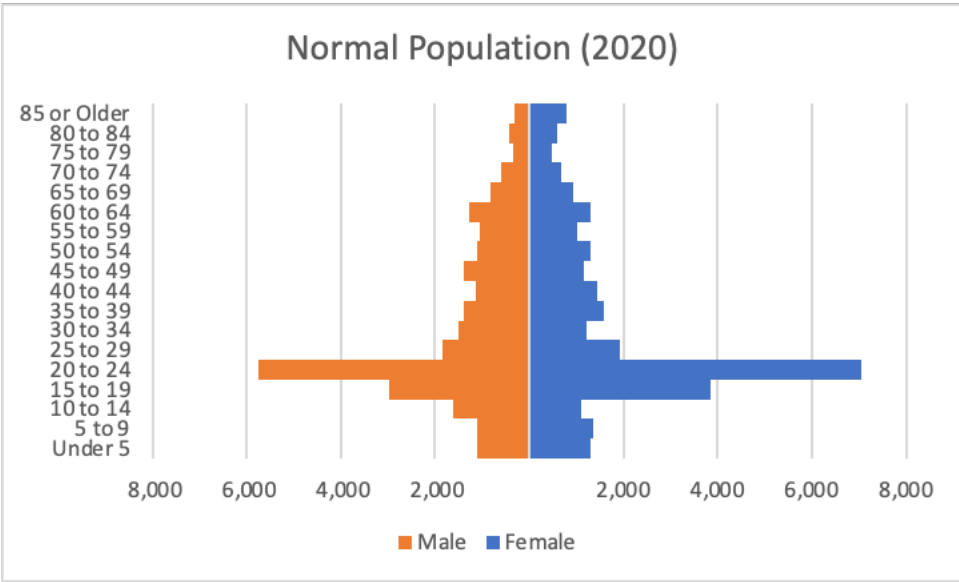
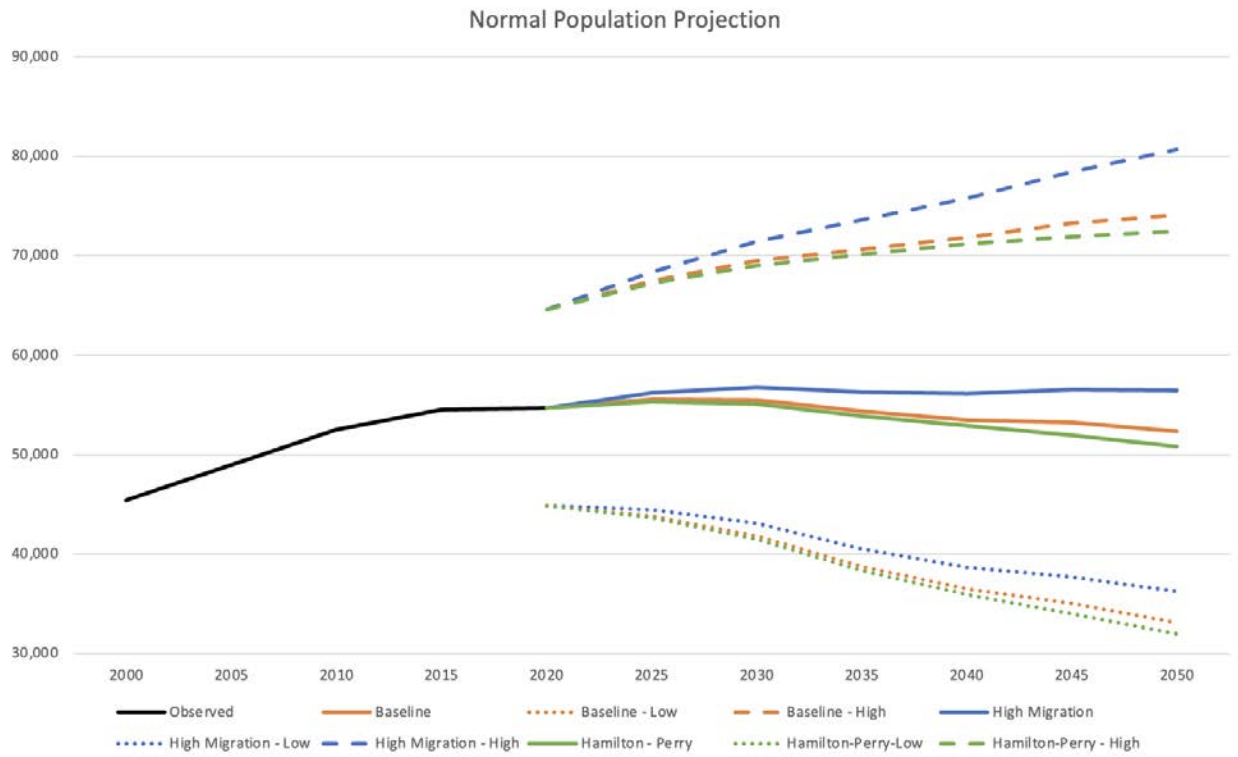
A4

A5

A6

A7

A8



A1

A2

A3

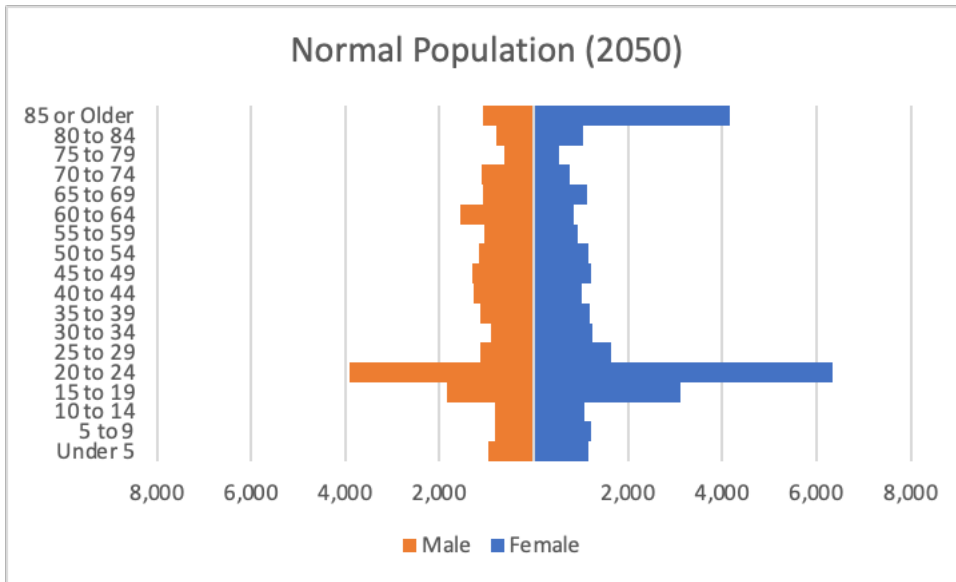
A4

A5

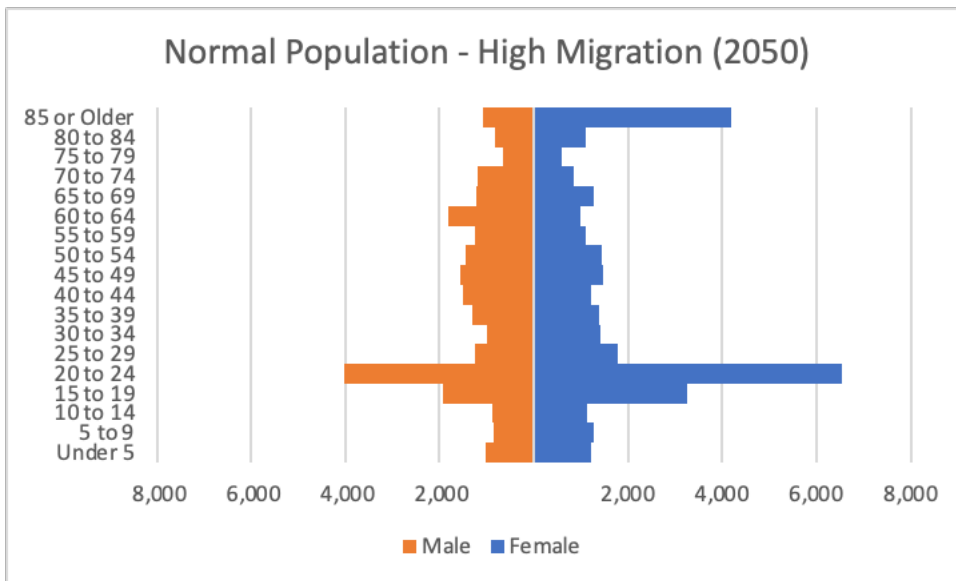
A6

A7

A8



A1



A2

A3

A4

A5

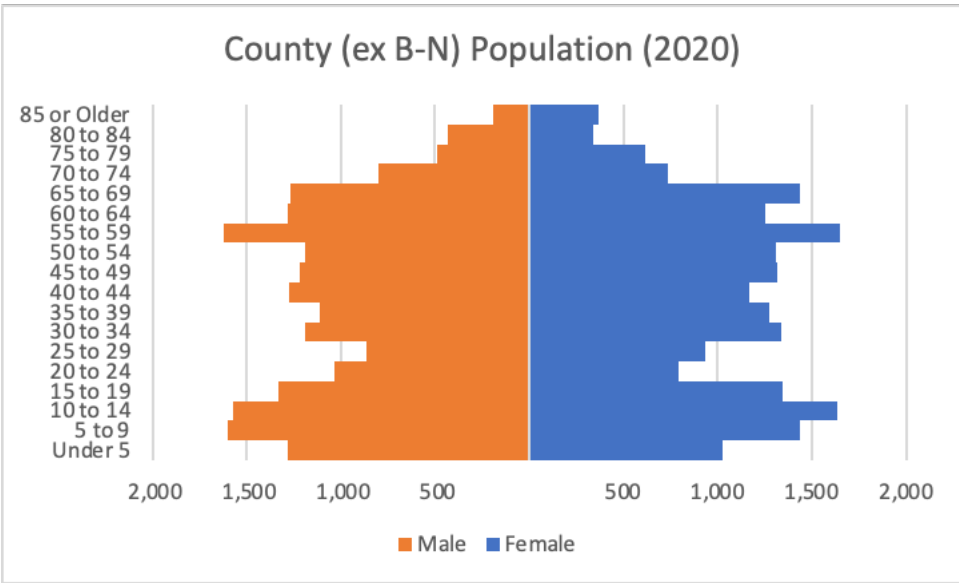
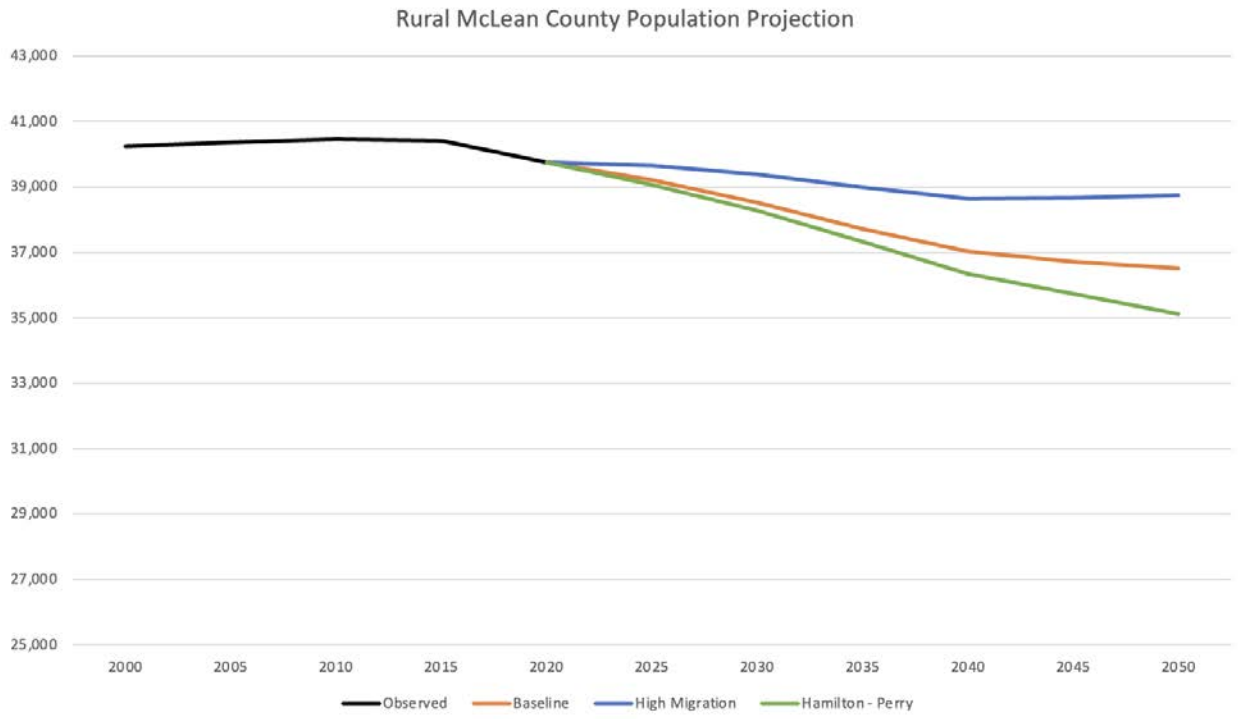
A6

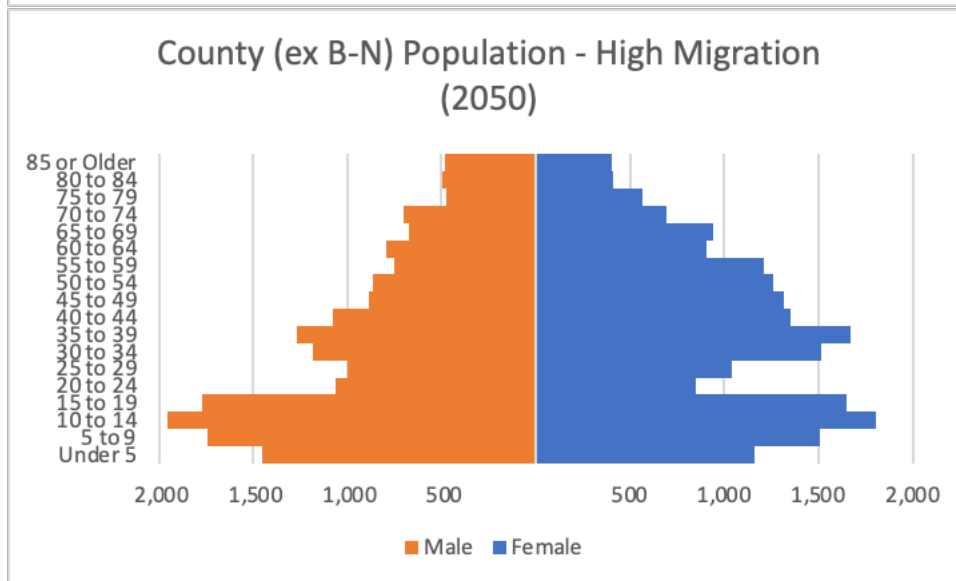
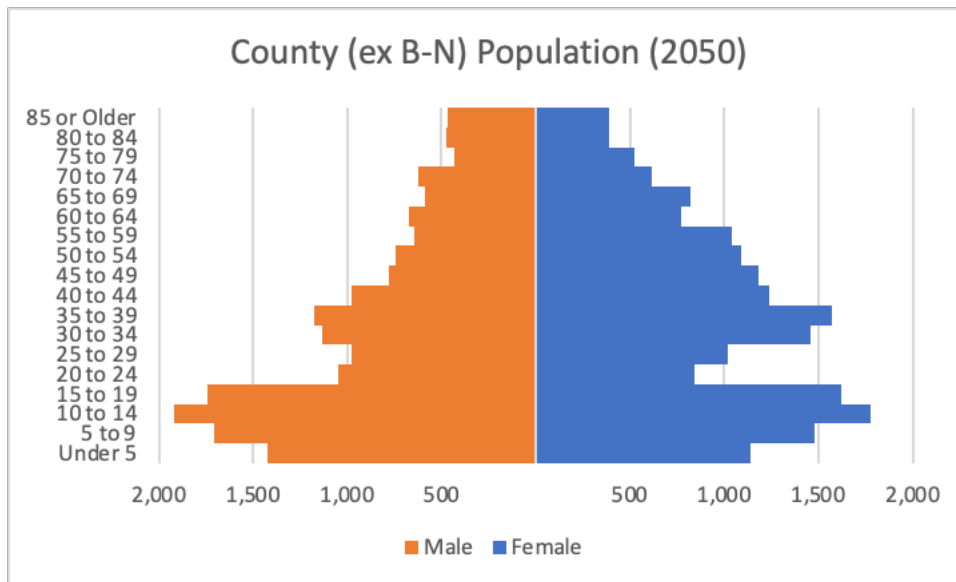
McLean County Excluding Bloomington and Normal

Between 2015 and 2020, the portion of McLean County excluding Bloomington and Normal lost 680 people – a loss of 1.68 percent. In 2020, the population stood at 39,740. Under baseline cohort-component and Hamilton-Perry projection scenarios, the 2050 population will be 36,511 and 35,120 respectively (a loss of 8.13% and 11.63% respectively). Under the high migration scenario, population losses are slower but still represent a loss of 2.53 percent of the population between 2020 and 2050.

A7

A8





Making Sense of Projections

In interpreting the results of population projections, it is important to keep in mind that projections reflect what future is likely if the trends of the past five years continue. As discussed earlier, there is higher than unusual uncertainty reflected within population estimates resulting from the COVID-19 pandemic and data available for projections. The past five years for the region represent the transition from a long-tailed recovery from the housing crisis and great recession into a global pandemic and period of substantial inflation. These confounding factors mute some of the contribution of the boom to the data used for population projections, and more generally, the recency of the boom means that some of the change being seen on the ground in McLean County are simply not yet reflected in available data. Employment growth and population growth tend to go hand in hand, however, drawing a direct link between job growth and population growth is challenging amidst a rapidly evolving environment for work

A1

A2

A3

A4

A5

A6

A7

A8

that allows for more remote work and that may see some workers commuting rather than moving, especially if inflationary trends persist into the future.

A1

In the longer run, if past relationships between jobs and housing persist, job growth is likely to translate into growth in the working age population that will help grow the base of families with children in the county. Based upon recent trends, it is likely that this growth – and the resulting need for transportation infrastructure investments – will be concentrated in Bloomington and Normal.

A2

Labor migration represents an important and likely influence on the county’s population future, but so does the continued importance of the ageing population. High net migration to the region coupled with a national increase in the population reaching retirement age means that McLean County is likely to see a continued increase in the number of older adults in the county. High quality of life, strong healthcare facilities, and affordable housing all make McLean County an attractive place to retire and to age in place. Strategic investments that link transportation infrastructure investments with locations that are accessible to the ageing population lay an important groundwork to sustaining quality of life for McLean County’s residents into the future.

A3

Considerations for the Future

A4

Bloomington-Normal’s Economic Development Council’s Regional Housing Market Analysis cites projections from the state of Illinois that show the County is projected to grow by more than 10,000 residents over the next 10 years. These projections rely upon earlier data than those employed in the projections contained here which show strong potential for growth at a lower rate than the state projections. McLean County has experienced a long-tailed recovery from the great recession and has also been impacted substantially by the COVID-19 pandemic. Economic signals suggest that the county is poised to continue to grow at rates above the baseline scenarios developed for these projections. While baseline scenarios based upon recent trends indicate an ageing population and outmigration that results in population losses over time, the high migration scenario illustrates the potential for highly plausible future population growth brought by labor migration to the region.

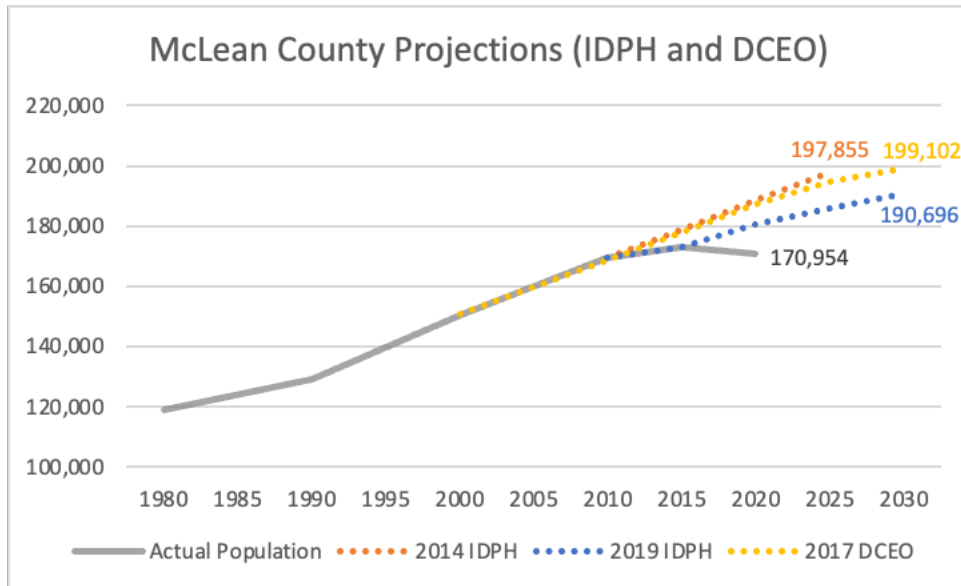
A5

A6

Review of multiple projections conducted by the state of Illinois that rely upon data from earlier periods show that population trends between 2015 and 2020 are substantially different than what was projected. The focus of LRTP 2050 projections is to account for these differences and examine what is plausible in the future given the substantial change in demographic trends over the last decade.

A7

A8



A1

A2

A3

Like the Regional Housing Market Analysis, these projections underscore a regional deficit in population growth within the young professional segment, and this lack of growth drives a portion of the projected future population loss. Attracting more young professionals to the region will have important implications for future population growth, as will creating housing opportunities that can accommodate the needs of the ageing population. Given the presence of several major institutions of higher education, there are also important opportunities to focus on retaining a greater share of recent graduates within the local region – a segment where there is currently extremely high rates of net outmigration.

A4

A5

Projections also indicate that much of the potential for population growth is focused on the twin cities of Bloomington and Normal. Analysis of recent building permit activity indicates that these two cities are where most of the new construction activity is occurring. Given that these two cities represent primary employment centers and locations where future employment growth is likely to be concentrated, investments in infrastructure, and housing in these areas are likely to yield additional benefits to the region.

A6

A7

A8

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Seven | Emissions Resulting from Transportation in 2019

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Context for Transportation and Greenhouse Gas Emissions

Among the issues arising from the areas of focus reviewed in Chapter 4, comments from the public regarding the relationship between transportation systems and air quality seemed more contentious than most.

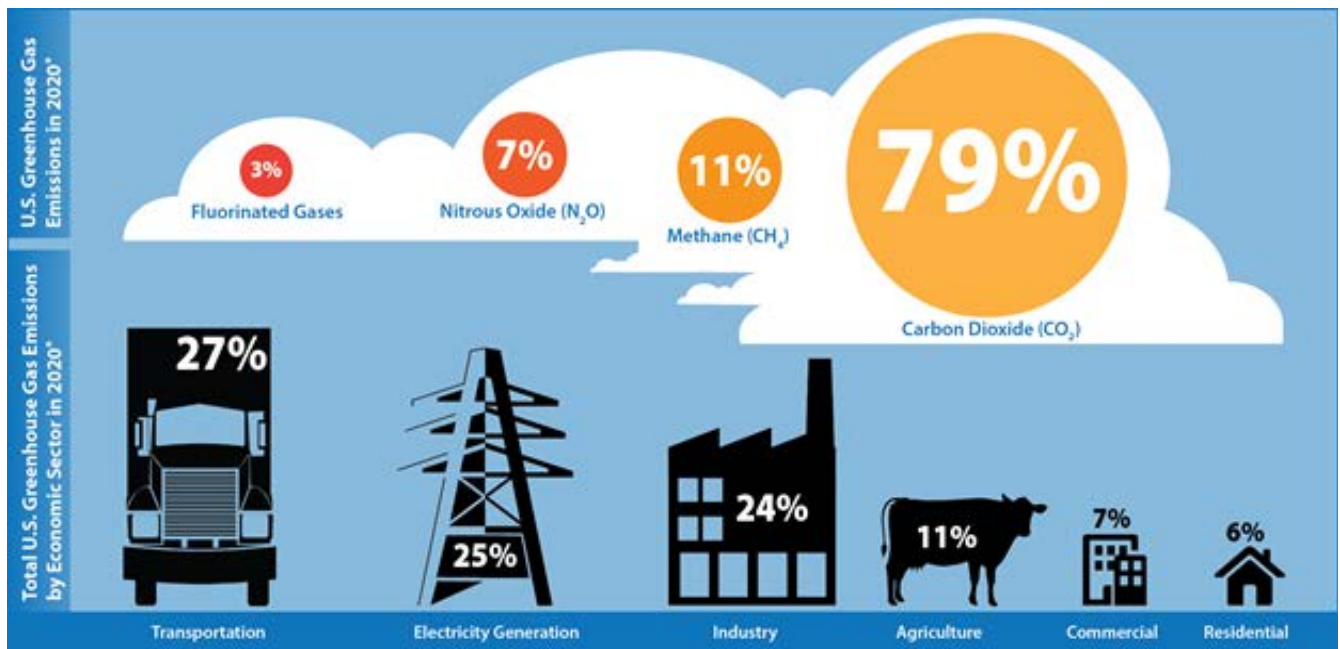
Before the concept of global climate change entered the public consciousness, there was significant concern about the impact of air pollution on the quality of life across the United States. This was relevant especially for large, heavily industrialized cities in the Northeast and the Midwest. In many instances, the cities with high levels of air pollution also suffered from poor water quality, partly attributable to uncontrolled disposal of toxic products and industrial waste on land and in the atmosphere and waterways.

In the 1970s, the clear harm to people and the environment led to the and the environmental awareness it helped to spark led to significant changes in the law to reduce these threats to the environment. Beginning with the creation of the Environmental Protection Agency in late 1970, legislative initiatives led to the Clean Air Act, the Water Quality Improvement Act, the Endangered Species Act, the Toxic Substances Control Act and the Surface Mining Control and Reclamation

Act, and later legislation to expand the scope of environmental protection. The decade ended with the creation of a federal fund to clean up sites with toxic and potentially deadly pollution, resulting in the catalogue of Superfund sites across the country.

One result of the focus on air quality was ongoing efforts to regulate emissions from motor vehicles with internal combustion engines fueled by petroleum products. Although the benefits of this regulation and similar policies with respect to industrial air pollution became clear fairly quickly, there continues to be skepticism about the need for the controls. What follows is a group of charts illustrating both the role of transportation in generating greenhouse gas pollutants, and the degree to which transportation activity in the United States creates a higher proportion of greenhouse gas emissions that exists in other countries.

The EPA illustration below shows the large share of emissions attributable to transportation systems as measured in 2020. Electrical power generation and industrial uses each account for about a quarter of greenhouse gas emissions. The remaining categories, agricultural, commercial and residential,



US Greenhouse Gas Emissions by Economic Sector in 2020

Source: <https://cfpub.epa.gov/ghgdata/inventoryexplorer/>

A1

A2

A3

A4

A5

A6

A7

A8

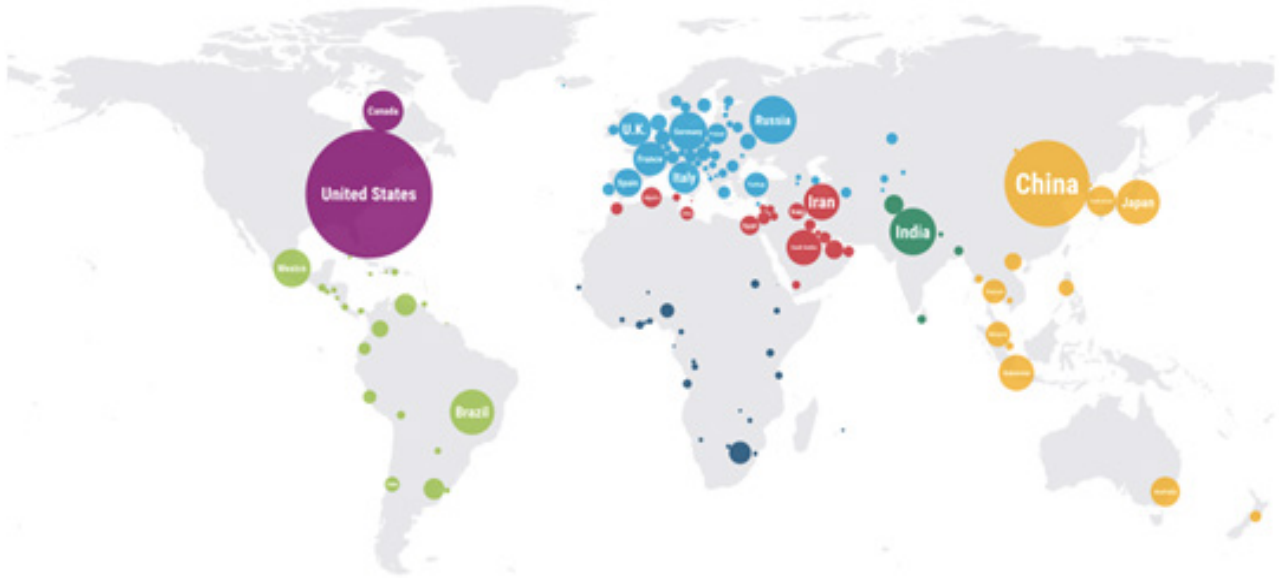
together produce less than a quarter of national emissions. The disproportionate degree to which transportation-based emissions in the United

States is illustrated in the charts below. As shown symbolically in the world map, emissions based in transportation are significantly larger than in other large industrialized counties.

A1

Transport Emissions Around the World

1/2 ← →



A2

A3

A4

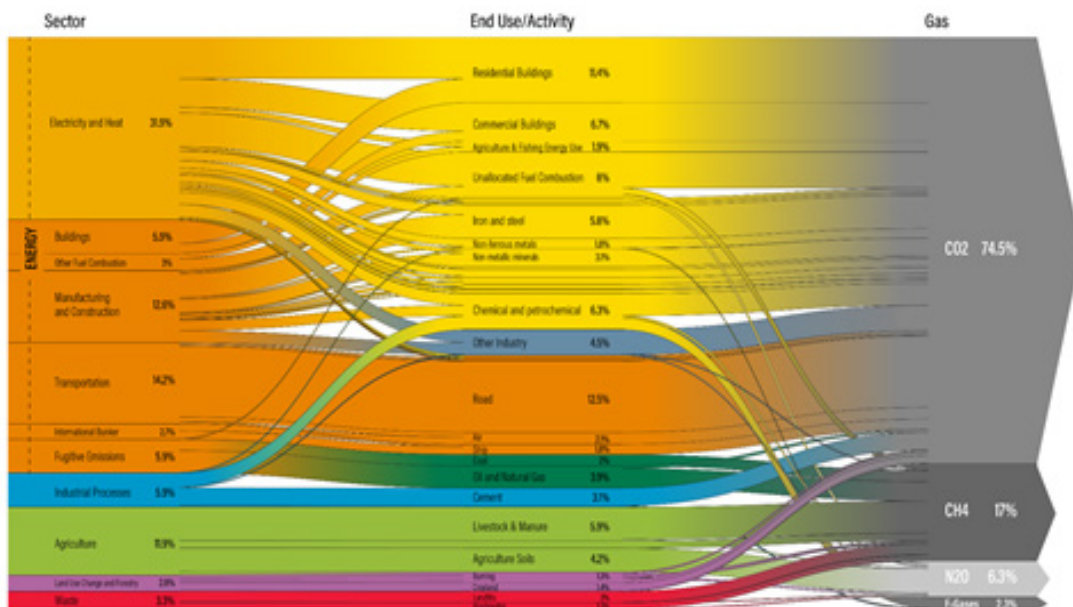
Source: https://wri-sites.s3.us-east-1.amazonaws.com/climatewatch.org/www.climatewatch.org/climate-watch/key_visualizations/download/download_8_transport_emissions_10162019.png

Transportation as a Generator - World Resources Institute GG Emissions Charts. In 2018, the global

share of emissions attributed to transportation was 14.3%.

A5

World Greenhouse Gas Emissions in 2018
Total: 48.9 GtCO₂e



A6

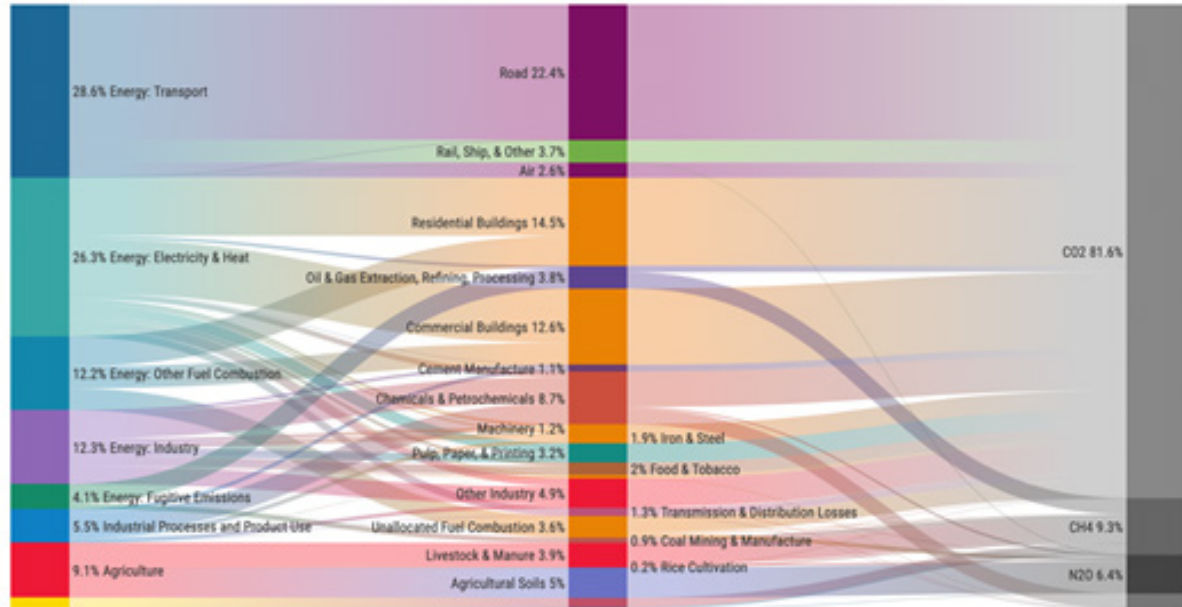
A7

A8

Source: Greenhouse gas emissions on Climate Watch. Available at: <https://www.climatewatchdata.org>
Source: <https://files.wri.org/d8/s3fs-public/2022-06/world-ghg-emissions-2019.png>

Also in 2018, transportation accounted for 28.8% of emissions in the United States .

United States Greenhouse Gas Emissions in 2018 (Sector | End Use | Gas)
Total: 6.68 GtCO2e



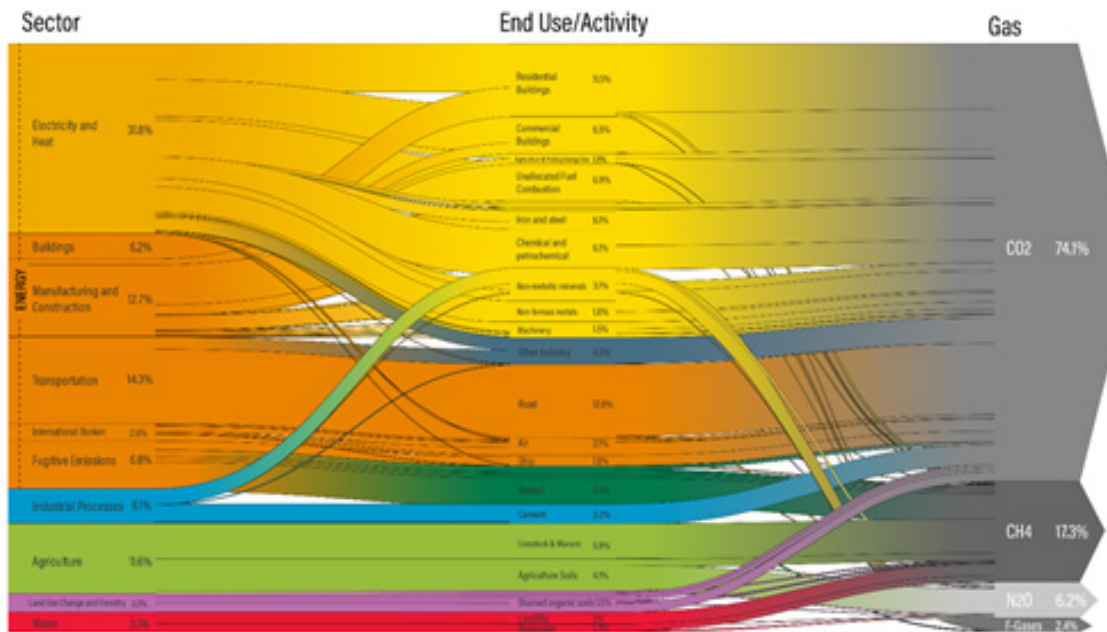
Source: Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018, EPA, modified by WRI.

WORLD RESOURCES INSTITUTE

Source: <https://www.climatewatchdata.org/key-visualizations?visualization=9>

The global share of emissions in 2019 was increased by one-tenth of a percent.

World Greenhouse Gas Emissions in 2019 (Sector | End Use | Gas)
Total: 49.8 GtCO2e



Source: <https://www.climatewatchdata.org/key-visualizations?visualization=7>

BLOOMINGTON-NORMAL MLRTP 2050

Appendix Eight | Transportation Infrastructure Expenditure

McLEAN COUNTY REGIONAL PLANNING COMMISSION | 2022



Page intentionally left blank

Table of Contents

FY 2023-2027 MLRTP PROJECT INDEX: Base Data for fiscal years 2023 through 2027	5
Program 2028-2050 by jurisdiction (City of Bloomington)	14
Program 2028-2050 by jurisdiction (McLean County)	15
Program 2028-2050 by jurisdiction (Town of Normal)	17

Page intentionally left blank

FY 2023-2027 MLRTP PROJECT INDEX: Base Data for fiscal years 2023 through 2027 presented in the B-N Metropolitan Long-Range Transportation Plan										
Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source		
			Beginning (or cross street)	End				Local	State	Federal
2023										
City of Bloomington										
B-23-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,210,000	\$1,210,000	\$0	\$0
B-23-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0
B-23-05	B	City wide			Pavement Preservation	C	\$650,000	\$650,000	\$0	\$0
B-23-06	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0
B-15-03	J	Jersey Avenue Bridge	Sugar Creek		Reconstruct bridge	C	\$1,800,000	\$1,800,000	\$0	\$0
B-22-07	B	Cottage Bridge Replacement			Bridge Repair	D	\$400,000	\$400,000	\$0	\$0
B-22-07	B	Constitution Trail	Lafayette Street	Hamilton Road	Phase I Design	E	\$95,555	\$95,555	\$0	\$0
B-12-02	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Phase II Design	E	\$110,000	\$110,000	\$0	\$0
B-12-02	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Land Acquisition	ROW	\$170,000	\$170,000	\$0	\$0
B-12-02	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Construction	C	\$9,545,000	\$4,233,859	\$5,311,141	\$0
B-03-09	B	Hamilton Road	Bunn Street	Morrissey Drive	Phase II Design	E	\$40,000	\$40,000	\$0	\$0
B-03-09	B	Hamilton Road	Bunn Street	Morrissey Drive	RR Relocation & Land Acquisition	ROW	\$5,695,000	\$5,695,000	\$0	\$0
B-03-09	B	Hamilton Road	Bunn Street	Morrissey Drive	Construction	C	\$13,638,392	\$5,762,033	\$1,682,967	\$6,193,392
2023 Totals							\$39,053,947	\$25,866,447	\$6,994,108	\$6,193,392
2024										
City of Bloomington										
B-24-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,210,000	\$1,210,000	\$0	\$0

B-24-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0
B-24-04	B	City wide			Pavement Preservation	C	\$650,000	\$650,000	\$0	\$0
B-24-05	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0
	J	IL Rte 9 Corridor Improvements			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0
					2024 Totals		\$8,060,000	\$8,060,000	\$0	\$0
2025										
City of Bloomington										
B-25-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,210,000	\$1,210,000	\$0	\$0
B-25-00	B	City wide			General Resurfacing of Various City Streets	C	\$7,200,000	\$7,200,000	\$0	\$0
B-25-04	B	City wide			Pavement Preservation	C	\$650,000	\$650,000	\$0	\$0
B-25-06	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0
B-22-07	B	Cottage Bridge Replacement			Bridge Repair	C	\$2,200,000	\$2,200,000	\$0	\$0
	J	IL Rte 9 Corridor Improvements			City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0
					2025 Totals		\$12,760,000	\$12,760,000	\$0	\$0
2026										
City of Bloomington										
B-26-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,210,000	\$1,210,000	\$0	\$0
B-26-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0
B-26-04	B	City wide			Pavement Preservation	C	\$650,000	\$650,000	\$0	\$0
B-26-06	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0
	J	US 150 Corridor			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0
					2026 Totals		\$8,060,000	\$8,060,000	\$0	\$0

A1

A2

A3

A4

A5

A6

A7

A8

		2027									
		City of Bloomington									
B-27-01	B	City wide					C	\$1,210,000	\$1,210,000	\$0	\$0
B-27-00	B	City wide					C	\$5,200,000	\$5,200,000	\$0	\$0
B-27-04	B	City wide					C	\$650,000	\$650,000	\$0	\$0
B-27-06	B	City wide					E	\$500,000	\$500,000	\$0	\$0
	J	US Bus 51 Corridor					C	\$1,000,000	\$1,000,000	\$0	\$0
								\$8,560,000	\$8,560,000	\$0	\$0
								\$76,493,947	\$63,306,447	\$6,994,108	\$6,193,392

A1

A2

A3

A4

A5

A6

A7

A8

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source		
			Beginning (or cross street)	End				Local	State	Federal
2023										
McLean County										
MC-9	C	Danvers-Yuton Road	Danvers	Route 150	Resurfacing	C	\$3,222,900	\$15,000	531,900	\$2,676,000
	C	Route 66 Bike Trail	Funk's Grove	1.5 miles south of Funk's Grove	Phase II - Design & Construction	D	\$600,000	\$600,000		
						C				
					2023 Totals		\$3,822,900	\$15,000	\$1,131,900	\$2,676,000
2024										
McLean County										
MC-10	C	Collfax Road	Route 9	Route 165	Resurfacing	C	\$1,900,000	\$700,000		\$1,200,000
	C	Route 66 Bike Trail	1.5 miles south of Funk's Grove	McLean	Phase II - Design	D	\$250,000	\$50,000		\$200,000
					2024 Totals		\$2,150,000	\$750,000	\$0	\$1,400,000
2025										
McLean County										
MC-11	C	PJ Keller Highway	Lake Bloomington	2225 East	Resurfacing	C	\$1,750,000	\$550,000		\$1,200,000
	C	Route 66 Bike Trail	1.5 miles south of Funk's Grove	McLean	Construction	D	\$3,000,000	\$600,000		\$2,400,000
					2025 Totals		\$4,750,000	\$1,150,000	\$0	\$3,600,000
2026										
McLean County										
MC-12	C	Arrowsmith Road	1000 North	Route 9	Resurfacing	C	\$1,500,000	\$300,000		\$1,200,000
	C	Route 66 Bike Trail	2.5 miles north of Towanda	Lexington	Phase I & II	D	\$750,000	\$150,000		\$600,000
					2026 Totals		\$2,250,000	\$450,000	\$0	\$1,800,000

		2027						
		McLean County						
MC-13	C	Lexington-Leroy Road	Route 9	Resurfacing	C	\$3,200,000	\$640,000	\$2,560,000
	C	Route 150 - Leroy	Lexington	Construction (1st Section)	C	\$2,500,000	\$500,000	\$2,000,000
		2.5 miles north of Towanda				\$5,700,000	\$1,140,000	\$4,560,000
				2027 Totals		\$18,672,900	\$3,505,000	\$14,036,000
				McLean County 5-Year Totals		\$1,131,900	\$0	\$1,131,900

A1

A2

A3

A4

A5

A6

A7

A8

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source		
			Beginning (or cross street)	End				Local	State	Federal
2023										
Town of Normal										
N-23-01V	N	Various			Resurfacing of various city streets	C	\$2,000,000	\$2,000,000	\$0	\$0
N-23-02C	N	City wide			Sidewalk and Ramp Improvements	C	\$645,844	\$645,844	\$0	\$0
N-23-03C	N	Various			Concrete Pymt Patching	C	\$87,300	\$87,300	\$0	\$0
N-22-06	N	Vernon St. Culvert	0		Replace Deck	E	\$560,000	\$560,000		
	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	C	\$67,000	\$67,000	\$0	\$0
	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$782,850	\$782,850	\$0	\$0
N-23-07	N	Various			Multi-Use Trail/ Street Crossing Safety Evaluation	E	\$300,000	\$300,000		
	N	Various			Pavement Preservation	C,E	\$100,000	\$100,000	\$0	\$0
	N	Kerrick Road	BUS 51 (Main St)	1,200' East	Reconstruction of Road and Traffic Signal	C,E	\$1,200,000	\$600,000	\$600,000	
N-20-05	N	Franklin Ave Bridge			Replace existing structure	E	\$270,000	\$270,000	\$0	\$0
N-23-14	N	Adelaide Street	South of Hovey Avenue	College Avenue	Reconstruction of Adelaide Street from Hovey Avenue to College Avenue (approximately 2600 feet).	E	\$200,000	\$200,000		
N-23-15	N	E. College Avenue	West of Blair Drive	BUS 55 (Veterans Parkway)	Rehabilitation of E. College Avenue from West of Blair to Veteran's Parkway (BUS 55) (approximately 4,580 feet).	E	\$300,000	\$300,000		
N-23-16	N	Savannah Green Subd. Road & Alley Repair			Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision.	E	\$500,000	\$500,000		
N-23-17	N	Fort Jesse Rd.	Greenbriar/Land mark		Traffic Signal and Intersection Improvements at Fort Jesse-	E	\$500,000	\$500,000		

A1

A2

A3

A4

A5

A6

A7

A8

N-19-011	N	Uptown Normal	Uptown Connector	Uptown South	Uptown South	Greenbriar & Fort Jesse-Landmark Intersections	E	\$3,147,720				\$3,147,720
N-19-011	N	Uptown Normal	Uptown Connector	Uptown South	Uptown South	Grade Separated Pedestrian Rail Crossing - Phase 1 Engineering	E	\$1,426,111				\$1,426,111
N-19-011	N	Uptown Normal	Uptown Connector	Uptown South	Uptown South	Grade Separated Pedestrian Rail Crossing, Construction	C, CE	\$20,794,400	\$1,544,400	\$6,250,000		\$13,000,000
N-23-08	N	Gregory Street Trail	Adelaide	Parkside	Parkside	Trail extension and connection, Phases 1,2,3	E,C	\$1,205,000		\$241,000		\$964,000
N-21-06I	N	College Ave.	US 150	White Oak Rd	White Oak Rd	Phase 1&2 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering	E	\$1,450,000	\$370,000			\$1,080,000
N-21-06I	N	College Ave.	US 150	White Oak Rd	White Oak Rd	Phase 3 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering	C	\$7,567,000	\$4,074,647	\$0		\$3,492,353
N-21-06I	N	College Ave.	US 150	White Oak Rd	White Oak Rd	Phase 3 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering	CE	\$1,000,000	\$1,000,000	\$0		
						2023 Totals		\$44,103,225	\$13,902,041	\$7,091,000		\$23,110,184
						2024						
						Town of Normal						
N-24-01V	N	Various				Resurfacing of various city streets	C	\$1,900,000	\$1,900,000	\$0		\$0
N-24-02C	N	City wide				Sidewalk and Ramp Improvements	C	\$615,000	\$615,000	\$0		\$0
N-24-03V	N	Various				Concrete Pymt Patching	C	\$91,700	\$91,700	\$0		\$0
	N	Traffic Signal Upgrading				Equipment & Structural Upgrades at Various Locations	C	\$68,350	\$68,350	\$0		\$0

A1

A2

A3

A4

A5

A6

A7

A8

	N	Bridge Repair & Maint.					Maint. and Improvements at various structures	C	\$83,500	\$83,500	\$0	\$0
N-23-14	N	Adelaide Street	South of Hovey Avenue	College Avenue			Reconstruction of Adelaide Street from Hovey Avenue to College Avenue (approximately 2600 feet).	C	\$1,320,000	\$1,020,000	\$300,000	\$0
	N	Various					Pavement Preservation	C,E	\$100,000	\$100,000	\$0	\$0
N-23-16	N	Savannah Green Subd. Road & Alley Repair					Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision.	C	\$1,500,000	\$1,500,000	\$0	\$0
	N	Kerrick Road	1,200' East of Main	Constitution Trail			Reconstruction of Road and Traffic Signal	C,E	\$1,200,000	\$1,200,000	\$0	\$0
N-23-17	N	Fort Jesse Rd.	Greenbriar/Landmark				Traffic Signal and Intersection Improvements at Fort Jesse-Greenbriar & Fort Jesse-Landmark Intersections	C	\$500,000	\$500,000	\$0	\$0
							2024 Totals		\$7,378,550	\$7,078,550	\$300,000	\$0

2025

Town of Normal												
	N	Various					Resurfacing of various city streets	C	\$2,250,000	\$2,250,000	\$0	\$0
	N	City wide					Sidewalk and Ramp Improvements	C	\$640,000	\$640,000	\$0	\$0
	N	Traffic Signal Upgrading					Equipment & Structural Upgrades at Various Locations	C	\$69,700	\$69,700		
	N	Bridge Repair & Maint.					Maint. and Improvements at various structures	C	\$84,250	\$84,250		
	N	Various					Concrete Pymt Patching	C	\$96,285	\$96,285		
	N	Various					Pavement Preservation	C,E	\$100,000	\$100,000		
N-23-16	N	Savannah Green Subd. Road & Alley Repair					Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision.	C	\$1,500,000	\$1,500,000		
N-23-17	N	Fort Jesse Rd.	Greenbriar/Landmark				Traffic Signal and Intersection Improvements at Fort Jesse-Greenbriar & Fort Jesse-Landmark Intersections	C	\$1,000,000	\$1,000,000		

N-20-05	N	Franklin Ave Bridge				Replace existing structure	C, CE	\$2,050,000	\$490,000	\$1,560,000	\$0
						2025 Totals		\$7,790,235	\$6,230,235	\$1,560,000	\$0
2026											
Town of Normal											
	N	Various				Resurfacing of various city streets	C	\$2,150,000	\$2,150,000	\$0	\$0
	N	City wide				Sidewalk and Ramp Improvements	C	\$665,000	\$665,000	\$0	\$0
Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			
			Beginning (or cross street)	End				Local	State	Federal	
	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	E	\$69,700	\$69,700	\$0	\$0	\$0
	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$85,000	\$85,000	\$0	\$0	\$0
N-22-06	N	Vernon St. Culvert			Replace Deck	C	\$2,930,000	\$2,930,000	\$0	\$0	\$0
	N	Various			Pavement Preservation	C,E	\$100,000	\$100,000	\$0	\$0	\$0
					2026 Totals		\$5,999,700	\$5,999,700	\$0	\$0	\$0
2027											
Town of Normal											
	N	Various				Resurfacing of various city streets	C	\$2,500,000	\$2,500,000	\$0	\$0
	N	City wide				Sidewalk and Ramp Improvements	C	\$690,000	\$690,000	\$0	\$0
	N	Traffic Signal Upgrading				Equipment & Structural Upgrades at Various Locations	E	\$71,000	\$71,000	\$0	\$0
	N	Bridge Repair & Maint.				Maint. and Improvements at various structures	C	\$85,000	\$85,000	\$0	\$0
	N	Various				Pavement Preservation	C,E	\$100,000	\$100,000	\$0	\$0
					2027 Totals		\$3,446,000	\$3,446,000	\$0	\$0	\$0
					Town of Normal 5-Year Totals		\$68,717,710	\$36,656,526	\$8,951,000	\$23,110,184	\$0
					Local Jurisdictions 5-Year Totals		\$163,884,557	\$103,467,973	\$17,077,008	\$43,339,576	\$0

Program 2028-2050, by jurisdiction

City of Bloomington

YEAR	TIP_NUM	COMMENTS	FROM	TO	COST_EST
2023	B-03-09	Hamilton Rd	Bunn St	Commerce Pkwy	\$4,318,400
2023	B-03-09	Rhodes Ln	Hamilton Rd	Cul-de-sac	\$3,292,000
2024	B-12-02	Fox Creek Rd rebuild	Danbury Dr	Railroad Bridge over UPRR	\$2,611,200
2024	B-12-03	Fox Creek Rd Bridge widening	Railroad Bridge over UPRR		\$3,192,000
2025		J C Parkway	Market St	Wylie Dr	\$2,945,600
2030	B-09-07	Woodrig Rd rebuild	Breezewood Blvd	Main St	\$12,536,000
2032	B-09-03	Euclid Ave realignment	Washington St		\$5,137,200
2032		Washington St rebuild	Euclid Ave	Darrah St	\$7,070,400
2033		Wylie Dr Extension	Market St	Washington St	\$3,540,800
2035		Abraham Rd Relocate	Hamilton Rd	Morrissey Dr	\$13,732,800
2035		Hamilton Rd Extension	Abraham Rd	Brookridge Apartments	\$1,934,400
2035		Streid Dr Relocate	Ireland Grove Rd	Hamilton Rd	\$2,011,200
2038		Bloomington Heights Rd	Wylie Dr	Washington St	\$3,589,200
2041	B-09-06	Greenwood Ave rebuild	Heidloff Rd	Lutz Rd	\$1,954,800
2043	B-11-01	Ireland Grove Rd rebuild	Towanda Barnes Rd	Kickapoo Creek Rd	\$10,697,600
2043	B-11-02	Ireland Grove Rd Bridge widening	Kickapoo Creek crossing		\$14,481,600
2046		Alexander Rd rebuild	Oakland Ave	Six Points Rd	\$5,656,800
2046		Washington St rebuild	Bloomington Heights Rd	Wylie Dr	\$3,942,400
2048	B-09-01	Rivian Mtwy	Market St	Washington St	\$4,091,200
2050	B-08-03	Fort Jesse Rd rebuild	Towanda Barnes Rd	Kaisner Dr	\$4,011,200

McLean County

County costs for the submitted projects included a 3% increase for the program year.

It is anticipated that fuel costs will increase each year of the L RTP. The increase in fuel cost causes the prices of the construction materials to increase as well as the cost to transport and place the materials. McLean County is estimating a 3% per year increase on construction projects due to the increase in fuel and material costs.

Year	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
		Beginning (or cross street)	End				Local	State	Federal	
MPO Projects										
McLean County										
2029	Towanda-Barnes Road	Route 150	Ireland Grove Road	Resurfacing	C	\$3,500,000	\$2,000,000	\$0	\$1,500,000	STU
2030	Towanda-Barnes Road	Ireland Grove Rd	Route 9	Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	STU
2031	Towanda-Barnes Road	Route 9	Fort Jesse	Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	STU
2032	Towanda-Barnes Road	Fort Jesse	Towanda	Resurfacing	C	\$2,500,000	\$1,250,000	\$0	\$1,250,000	STU
2030	Shirley Road	I-55 Overpass	Route 51	Reconstruction	C	\$4,000,000	\$4,000,000	\$0		MFT
2040	Old Colonial Road	Capodice Road	Route 150	Reconstruction	C	\$5,000,000	\$4,500,000	\$0	\$500,000	MFT
Rural Projects										
2028-2050	Various Yearly Road Resurfacing			Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	STR

Year	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Fund Detail
		Beginning (or cross street)	End				Local	State	Federal	
2035	Mansfield Road	Piatt County Line	Route 136	Reconstruction	C	\$4,000,000	\$3,500,000	\$0	\$500,000	MFT
2045	Thomas Craft Road	Route 150	Lexington-Leroy Rd	Reconstruction	C	\$10,000,000	\$6,750,000	\$0	\$3,250,000	STR
2050	Ireland Grove Road	Holder Rd (CH 25)	Lexington-Leroy Rd	Reconstruction	C	\$5,000,000	\$4,000,000	\$0	\$1,000,000	MFT
2028-2050	Various Yearly Road Resurfacing - Rural			Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	STR
	total over 23 years					\$69,000,000	\$34,500,000	\$0	\$34,500,000	STR
2029	Towanda-Barnes Road	Route 150	Ireland Grove Road	Resurfacing	C	\$3,500,000	\$2,000,000	\$0	\$1,500,000	STU
2030	Towanda-Barnes Road	Ireland Grove Rd	Route 9	Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	MFT
2030	Shirley Road	I-55 Overpass	Route 51	Reconstruction	C	\$4,000,000	\$4,000,000	\$0	\$0	(MFT)
2031	Towanda-Barnes Road	Route 9	Fort Jesse	Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	MFT
2032	Towanda-Barnes Road	Fort Jesse	Towanda	Resurfacing	C	\$2,500,000	\$1,250,000	\$0	\$1,250,000	STU
2035	Mansfield Road	Piatt County Line	Route 136	Reconstruction	C	\$4,000,000	\$3,500,000	\$0	\$500,000	MFT
2040	Old Colonial Road	Capodice Road	Route 150	Reconstruction	C	\$5,000,000	\$4,500,000	\$0	\$500,000	MFT
2045	Thomas Craft Road	Route 150	Lexington-Leroy Rd	Reconstruction	C	\$10,000,000	\$6,750,000	\$0	\$3,250,000	STR
2050	Ireland Grove Road	Holder Rd (CH 25)	Lexington-Leroy Rd	Reconstruction	C	\$5,000,000	\$4,000,000	\$0	\$1,000,000	MFT

A1

A2

A3

A4

A5

A6

A7

A8

Town of Normal

City	Project Location	Description	Phase	Total Project Cost	Funding Source		
					Local	State	Fed
		2028					
N	Various	Improvements of various city streets	C	\$3,500,000	\$3,500,000	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$700,000	\$700,000	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$100,000	\$100,000		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$150,000	\$150,000		
N	Various	Pavement Preservation	C,E	\$150,000	\$150,000		
				\$4,600,000			
		2029					
N	Various	Improvements of various city streets	C	\$3,605,000	\$3,605,000	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$721,000	\$721,000	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$103,000	\$103,000		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$154,500	\$154,500		
N	Various	Pavement Preservation	C,E	\$154,500	\$154,500		
				\$4,738,000			
		2030					
N	Various	Improvements of various city streets	C	\$3,713,150	\$3,713,150	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$742,630	\$742,630	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$106,090	\$106,090		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$159,135	\$159,135		
N	Various	Pavement Preservation	C,E	\$159,135	\$159,135		
				\$4,880,140			
		2031					
N	Various	Improvements of various city streets	C	\$3,824,545	\$3,824,545	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$764,909	\$764,909	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$109,273	\$109,273		

N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$163,909	\$163,909			
N	Various	Pavement Preservation	C,E	\$163,909	\$163,909			
		2032						
N	Various	Improvements of various city streets	C	\$3,939,281	\$3,939,281	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$787,856	\$787,856	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$112,551	\$112,551			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$168,826	\$168,826			
N	Various	Pavement Preservation	C,E	\$168,826	\$168,826			
		2033						
N	Various	Improvements of various city streets	C	\$4,057,459	\$4,057,459	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$811,492	\$811,492	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$115,927	\$115,927			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$173,891	\$173,891			
N	Various	Pavement Preservation	C,E	\$173,891	\$173,891			
		2034						
N	Various	Improvements of various city streets	C	\$4,179,183	\$4,179,183	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$835,837	\$835,837	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$119,405	\$119,405			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$179,108	\$179,108			
N	Various	Pavement Preservation	C,E	\$179,108	\$179,108			
		2035						
N	Various	Improvements of various city streets	C	\$4,304,559	\$4,304,559	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$860,912	\$860,912	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$122,987	\$122,987			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$184,481	\$184,481			
N	Various	Pavement Preservation	C,E	\$184,481	\$184,481			
N	Various	Improvements of various city streets	C	\$4,433,695	\$4,433,695	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$886,739	\$886,739	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$126,677	\$126,677			

A1

A2

A3

A4

A5

A6

A7

A8

N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$190,016	\$190,016			
N	Various	Pavement Preservation	C,E	\$190,016	\$190,016			
		2037						
N	Various	Improvements of various city streets	C	\$4,566,706	\$4,566,706	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$913,341	\$913,341	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$130,477	\$130,477			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$195,716	\$195,716			
N	Various	Pavement Preservation	C,E	\$195,716	\$195,716			
		2038						
N	Various	Improvements of various city streets	C	\$4,703,707	\$4,703,707	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$940,741	\$940,741	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$134,392	\$134,392			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$201,587	\$201,587			
N	Various	Pavement Preservation	C,E	\$201,587	\$201,587			
		2039						
N	Various	Improvements of various city streets	C	\$4,844,819	\$4,844,819	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$968,964	\$968,964	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$138,423	\$138,423			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$207,635	\$207,635			
N	Various	Pavement Preservation	C,E	\$207,635	\$207,635			
		2040						
N	Various	Improvements of various city streets	C	\$4,990,163	\$4,990,163	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$998,033	\$998,033	\$0	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Various Locations	E	\$142,576	\$142,576			
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$213,864	\$213,864			
N	Various	Pavement Preservation	C,E	\$213,864	\$213,864			
		2041						
N	Various	Improvements of various city streets	C	\$5,139,868	\$5,139,868	\$0	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,027,974	\$1,027,974	\$0	\$0	\$0

N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$146,853	\$146,853	\$0	\$0
N	Bridge Repair & Maint.	Maint. and Improvments at various structures	C	\$220,280	\$220,280	\$0	\$0
N	Various	Pavement Preservation	C,E	\$220,280	\$220,280	\$0	\$0
		2042					
N	Various	Improvements of various city streets	C	\$5,294,064	\$5,294,064	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,058,813	\$1,058,813	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$151,259	\$151,259		
N	Bridge Repair & Maint.	Maint. and Improvments at various structures	C	\$226,888	\$226,888		
N	Various	Pavement Preservation	C,E	\$226,888	\$226,888		
		2043					
N	Various	Improvements of various city streets	C	\$5,452,886	\$5,452,886	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,090,577	\$1,090,577	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$155,797	\$155,797		
N	Bridge Repair & Maint.	Maint. and Improvments at various structures	C	\$233,695	\$233,695		
N	Various	Pavement Preservation	C,E	\$233,695	\$233,695		
		2044					
N	Various	Improvements of various city streets	C	\$5,616,473	\$5,616,473	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,123,295	\$1,123,295	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$160,471	\$160,471		
N	Bridge Repair & Maint.	Maint. and Improvments at various structures	C	\$240,706	\$240,706		
N	Various	Pavement Preservation	C,E	\$240,706	\$240,706		
		2045					
N	Various	Improvements of various city streets	C	\$5,784,967	\$5,784,967	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,156,993	\$1,156,993	\$0	\$0
N	Traff Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$165,285	\$165,285		
N	Bridge Repair & Maint.	Maint. and Improvments at various structures	C	\$247,927	\$247,927		
N	Various	Pavement Preservation	C,E	\$247,927	\$247,927		
		2046					
N	Various	Improvements of various city streets	C	\$5,958,516	\$5,958,516	\$0	\$0

N	City wide	Sidewalk and Ramp Improvements	C	\$1,191,703	\$1,191,703	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$170,243	\$170,243		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$255,365	\$255,365		
N	Various	Pavement Preservation	C,E	\$255,365	\$255,365		
		2047					
N	Various	Improvements of various city streets	C	\$6,137,271	\$6,137,271	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,227,454	\$1,227,454	\$0	\$0
N	Traff Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$175,351	\$175,351		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$263,026	\$263,026		
N	Various	Pavement Preservation	C,E	\$263,026	\$263,026		
		2048					
N	Various	Improvements of various city streets	C	\$6,321,389	\$6,321,389	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,264,278	\$1,264,278	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$180,611	\$180,611		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$270,917	\$270,917		
N	Various	Pavement Preservation	C,E	\$270,917	\$270,917		
		2049					
N	Various	Improvements of various city streets	C	\$6,511,031	\$6,511,031	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,302,206	\$1,302,206	\$0	\$0
N	Traffic Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$186,029	\$186,029		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$279,044	\$279,044		
N	Various	Pavement Preservation	C,E	\$279,044	\$279,044		
		2050					
N	Various	Improvements of various city streets	C	\$6,706,362	\$6,706,362	\$0	\$0
N	City wide	Sidewalk and Ramp Improvements	C	\$1,341,272	\$1,341,272	\$0	\$0
N	Traff Signal Upgrading	Equipment & Structural Upgrades at Varous Locations	E	\$191,610	\$191,610		
N	Bridge Repair & Maint.	Maint. and Improvements at various structures	C	\$287,416	\$287,416		
N	Various	Pavement Preservation	C,E	\$287,416	\$287,416		
				\$8,814,076	\$8,814,076		