West Peoria Waverly

Access, Circulation, and Parking Study

West Peoria: Waverly

TERRA Engineering, LTD, WGI

1/27/2025

Updated: January 27, 2025

EXECUTIVE SUMMARY

An **access, circulation, and parking study** for the corridor of **Waverly Avenue from Ayres Avenue to Kellogg Avenue** in West Peoria, IL, was conducted to evaluate the efficiency and safety of vehicular, pedestrian, and parking activities in the area. The study focused on analyzing existing access points, traffic circulation patterns, and parking availability to identify challenges such as congestion, restricted visibility, and conflicts between different modes of transportation. Special attention was given to the flow of vehicles during peak hours, pedestrian crossings, and the utilization of on-street, right-of-way (ROW), and other nearby parking spaces. The study's objective was to develop recommendations that improve overall accessibility, enhance circulation efficiency, and address parking demands while ensuring safety and convenience for residents, businesses, and visitors to this key area of West Peoria.

The **Waverly Avenue Access, Circulation, and Parking Study** in West Peoria, IL, provides an assessment of current conditions and identifies opportunities for improvement. The study focuses on inventorying parking, analyzing pedestrian and vehicular activity, and proposing potential solutions to address access and circulation issues.

Key Findings:

1. **Parking Inventory**:
    - **27 ROW spaces**: 6 perpendicular spaces at the Fire Department, 10 angled spaces at the Owl's Nest, and 11 perpendicular spaces at the Tartan Inn.
    - Additional **off-street parking**: 9 spaces west of Waverly (Fire Dept.) and 10 spaces east of Waverly (Tartan Inn).
    - Supplemental **underutilized parallel on-street parking** is also available.
2. **Observations**:
    - During observation periods (June 6 and June 8, 2024), parking demand varied, with peak utilization near the Owl's Nest and Tartan Inn.
    - Notable conflicts were observed between angled and parallel on-street parking, particularly adjacent to the Owl's Nest, impacting circulation.
    - Pedestrian activity in the roadway was significant, raising safety concerns.
3. **Concept Proposals**:
    - Several design concepts were developed to improve access, circulation, and parking efficiency. These include options for improved lot striping, adjustments to ROW parking configurations, and enhanced pedestrian safety measures.
4. **Recommendations**:
    - Address parking conflicts through better space management.
    - Enhance pedestrian pathways to reduce safety risks.
    - Optimize existing off-street parking, such as improving and striping the parking spaces in the existing gravel lot near the Tartan Inn, which will generate 11 spaces, including ADA-accessible options.
    - Create additional off-street parking by purchasing and developing nearby parcels to offset any parking losses by on-street improvements on Waverly Avenue and prevent congestion caused by moving parking to side streets.

Overall, the study emphasizes the need for improved parking efficiency, safer pedestrian circulation, and streamlined vehicular access to support the area's businesses, residents, and visitors.

STUDY AREA, PROJECT BACKGROUND, AND HISTORY

Study Area & Background

The study area of the Waverly Avenue corridor centers at the intersection of Waverly Avenue and Callender Avenue in West Peoria, IL, and serves as a key local junction that supports both residential and business traffic. This area has long experienced access, circulation, and parking challenges due to its mix of land uses, constrained roadway geometry, and limited parking availability. Historically, the intersection has faced issues with traffic congestion during peak hours, as it accommodates access for emergency vehicles, especially from the Fire Station located on the southern end of the study corridor, as well as local commuters, delivery vehicles, and pedestrians navigating the area. The narrow streets and on-street parking, which can encroach upon the driving lanes, can create bottlenecks, reduce visibility, and complicate vehicle maneuverability, particularly near right-of-way (ROW) parking spaces, driveways, and intersections.

Additionally, pedestrian safety has been a concern due to a lack of clear crosswalks, signage, and designated sidewalks or pedestrian pathways. On-street parking, while convenient for nearby businesses and residents, has at times obstructed traffic flow and created conflicts between parked and moving vehicles. Over time, increased vehicle volumes and changing land use patterns have exacerbated these issues, necessitating an assessment to improve accessibility, circulation efficiency, and parking management while ensuring safety and functionality for all users, motorized and non-motorized, of this area in West Peoria.

Finally, there is an absence of clearly defined pathways for bicycles or other mobility devices to access the corridor. On-street parking, especially the perpendicular/diagonal parking on the east side of the roadway presents safety hazards such as parked vehicles encroaching into the roadway driving lanes, as well as the movements associated with parking/parked vehicles navigating into or out of parking spaces. Improvements to the on-street parking and the possibility of including bicycle accommodations, such as sharrows (shared lane markings), present opportunities for a safer, more inviting experience for bicycles and other mobility devices, as well as improve efforts to provide better-defined connectivity to existing bicycle/mobility infrastructure and accommodation such as on Rohmann Avenue.

Accident History

A summary of the crashes in the corridor, see adjoining map, shows that there have been 9 reported crashes in the two blocks of the study area, Waverly Avenue from Ayres Avenue to Kellogg Avenue, in the last five years.

As expected, in an area of significant on-street parking 6 of the 9 crashes involved parked cars. Three of these crashes directly resulted from vehicles parked in the on-street perpendicular parking areas at the Tartan Inn and Owls Nest, where the parked vehicle on the east side backed into parked vehicles across the street. All 3 of these crashes were hit and run, where the person who caused the crash fled the area without reporting.

At the intersection of Waverly and Callender there has been 3 crashes that may have been caused by the poor sight distance at the intersection. The sight distance concerns are caused by vehicles parked on the right-of-way too near the intersection.

N Waverly Ave. Collisions 2019-2023
W Ayers Ave. through W Kellogg Ave.

Additionally, on June 7, 2021, a fatal collision occurred near the intersection of Kellogg and Waverly Avenues, resulting in the death of a cyclist. The driver involved failed to completely stop at the stop sign, leading to the tragic

accident. This incident underscores the potential risks associated with traffic violations and the importance of adhering to traffic control measures in the area. While this specific event did not occur at Waverly and Callender, it reflects broader safety issues in the surrounding neighborhood.

The crashes seen in this corridor show that an improvement in the parking design and removing restriction on the roadway, and improving sight distance at intersections may have a positive result in safety.

Emergency Vehicle Access

The design of the Waverly Avenue corridor in West Peoria, IL, can significantly impact emergency vehicle access due to its geometry, traffic flow, and parking patterns. Narrow streets with on-street parking on both sides, which includes perpendicular parking on the east side right-of-way where larger vehicles encroach onto the roadway driving surface create bottlenecks that can restrict the maneuverability of large emergency vehicles like fire trucks and ambulances. Additionally, if vehicles are parked close to the intersection, specifically Waverly and Callender, or along both sides of the roadway, it can further reduce the effective width, and visibility, making it difficult for emergency vehicles to navigate quickly and efficiently in two-way traffic. This is significant since the West Peoria Fire Department is located at the corner of Waverly and Ayres on the south end of the project corridor. Waverly is a vital corridor for the Fire Department's access to the rest of the community.

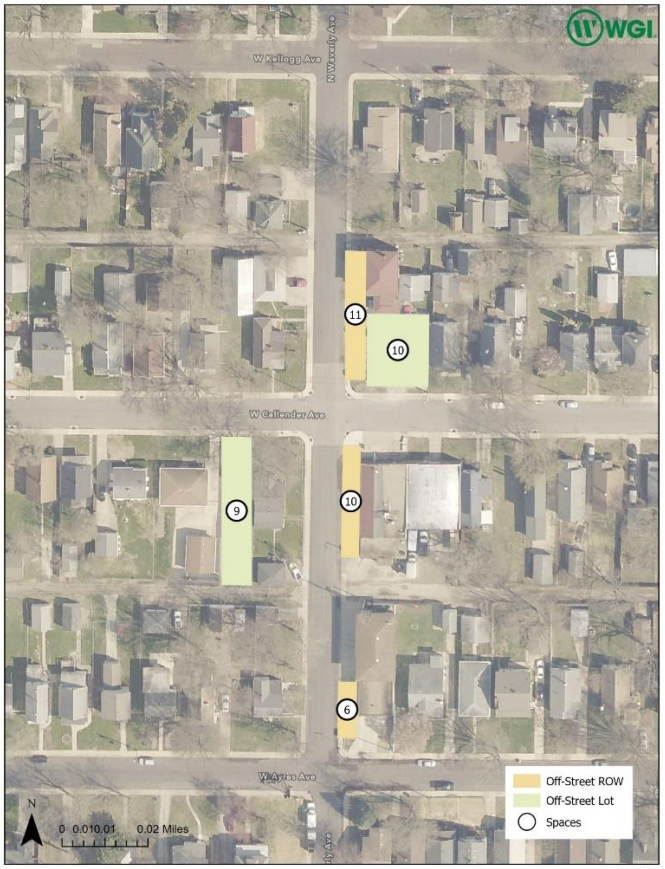
The presence of tight turning radii and poor sight distance at the corners of the intersection of Waverly and Callender may further limit the ability of emergency vehicles to turn smoothly, especially if other vehicles are stopped or improperly parked near the intersection. Traffic congestion during peak hours or stop-and-go traffic can further delay response times if there are no clear pathways or alternative routes.

Poorly placed signage, inadequate sightlines, or obstructions like trees and utility poles may also create visibility challenges, which are critical for emergency responders needing to make split-second decisions. Addressing these design issues—such as maintaining clear fire lanes, improving turning radii, and ensuring adequate roadway widths—would help facilitate safer and faster access for emergency vehicles in this area.

CURRENT CONDITIONS

Parking Inventory

The parking inventory for the Waverly Avenue corridor from Ayers Avenue to Kellogg Avenue in West Peoria includes a total of 27 perpendicular/angled right-of-way (ROW) parking spaces. These are distributed as follows: six (6) 90-degree spaces in front of the Fire Department, 10 angled spaces in front of the Owl's Nest, and 11 90-degree spaces in front of the Tartan Inn. Additionally, there are 9 off-street spaces in a surface lot west of Waverly serving the Fire Department and approximately 10 off-street spaces in a gravel surface lot east of Waverly serving the Tartan Inn. The area also benefits from supplemental underutilized parallel on-street parking, which could provide additional capacity. This inventory highlights a mix of parking options supporting nearby businesses, emergency services, and visitors while indicating potential opportunities for improving the utilization of available parking spaces.



OBSERVED CONDITIONS

Parking occupancies, circulation, and traffic were monitored from 6:00 AM on Thursday, June 6th, 2024 through 3:00 AM on Friday, June 7th, and again on Saturday, June 8th from 10:00 AM through 3:00 AM on Sunday, June 9th, 2024. From those periods of observation, two (2) time periods, representing a midday and evening peak were identified and included as a representation of the conditions at this location.

On **Thursday, June 6, 2024**, at **1:00 PM**, a total of 9 vehicles were observed parked in the study area, with 2 parallel on-street vehicles and 6 vehicles occupying the angled right-of-way (ROW) spaces adjacent to the Owl's Nest (as shown in the adjacent image).

Potential conflicts were noted between the parallel-parked vehicles and angled parking spaces, which impacts access, circulation, and maneuverability. Additionally, 6 pedestrians were observed walking in the roadway around the Owl's Nest during this time, highlighting pedestrian safety concerns due to the lack of designated walking paths.

1:00 PM June 6, 2024

On **Thursday, June 6, 2024**, at **7:00 PM**, a total of 16 vehicles were observed parked in the study area. This included 1 parallel on-street vehicle and 7 vehicles in the angled right-of-way (ROW) spaces adjacent to the Owl's Nest, where potential parking conflicts were noted. Additionally, 8 vehicles occupied the perpendicular ROW parking spaces adjacent to the Tartan Inn.

Pedestrian activity was significant, with 13 pedestrians observed walking in the roadway near the Owl's Nest and 7 pedestrians near the Tartan Inn between 7:00 and 8:00 PM, raising safety concerns due to the lack of dedicated pedestrian pathways in these areas.

7:00 PM June 6, 2024

HISTORICAL CONDITIONS

The historical satellite and street view photos from Wednesday, August 31, 2022, Friday, September 30, 2022, Wednesday, August 9, 2023, and August 2019 provide a visual record of similar conditions at the Waverly Avenue and Callender Avenue area over time. These images highlight the parking configurations, occupancies, encroachment of perpendicular parked cars into the driving lane, and conflicts between parallel parked vehicles, ROW parked vehicles, and pedestrians. The historical perspective offers insight into the extent and history of the current conditions and potential safety concerns, supporting the need for improvements to access, circulation, and parking in the area.

Wednesday August 22nd, 2022

Friday September 30th, 2022

Wednesday August 9th, 2023

August 2019

PARKING DEMAND AND ADEQUACY

Parking occupancies and the prevalence of available parallel on-street spaces directly adjacent to the study area alleviate any concerns regarding the sufficiency of current parking provided in the area. Even with the removal, redesign, and/or net loss of some spaces in front of the Tartan Inn and Owl's Nest establishments, a sufficient supply of parallel on-street parking is available within 1-2 blocks of the study area.

*Note - The community voiced concerns with a large amount of on-street parking on the residential side streets from Waverly Avenue which were considered when developing the Concepts for the improvements. Even though the on-street parking is available it may not be the most desirable option for the community.

COMPLETE STREETS

Complete Streets is a design and policy approach that aims to create roadways that are safe, accessible, and convenient for all users, regardless of age, ability, or mode of transportation. This includes pedestrians, cyclists, transit riders, and motorists. The concept emphasizes equitable access and multimodal transportation, integrating features like bike lanes, sidewalks, transit stops, and safe crossings. Complete Streets prioritizes safety, environmental sustainability, and community connectivity, promoting healthier lifestyles and supporting economic development by fostering vibrant, accessible public spaces.

Complete Streets can also promote walking and bicycling which not only improves physical activity and well-being, which in turn reduces trips with vehicles, which diminishes on-street congestion. Decreased vehicle trips can also reduce the amount of parking spaces needed to be provided.

One of the top benefits of Complete Streets is reduced automobile speeds. Waverly Street is a long corridor with few stop signs. Current traffic calming measures are parked cars and lateral shifts at the intersections of Rohman and Ayres Avenues. Streetscape improvements and pedestrian activity can also serve to slow traffic speeds. This aligns with the city's FY 2025 strategic goals to slow traffic speeds - "Continue working with Public Safety to Slow Down West Peoria."

Slower speeds can have multiple benefits. At slower speeds, drivers have more time to avoid potential crashes with other moving cars, parked cars, cyclists and pedestrians. When crashes do occur, slower speeds can translate to

less damage and injury. Eliminating crashes also reduces the congestion related to emergency response and post-crash investigations.

There will be necessary compromises when implementing Complete Streets changes. Narrower lanes will slow travel times, though in general that delay can be measured in seconds. Reconfiguring the street to provide less on-street parking, creates slightly longer walks to a user's destination. These trade-offs can be lessened or offset by the benefits of improved infrastructure, access, and a more positive user experience.

RECOMMENDED DESIGN IMPROVEMENT OPTIONS

Included in this section are a series of design options developed to improve access, circulation, and parking in the study area as well as the estimates of possible construction cost associated with each concept as summarized in the included tables. All proposed improvements would be subject to local zoning regulations when ultimately designed.

Concept Name/Number	New Parking Gained	Estimated Costs
Pave & Restripe Gravel Lot next to Tartan Inn	11 spaces (1 accessible)	$40,000.00
Design Option 1	22 spaces (2 accessible)	$1,075,825.00
Design Option 2	32 spaces (2 accessible)	$1,351,800.00
Design Option 3	-9 spaces lost	$801,330.00
Design Option 4	31 spaces (4 accessible)	$1,388,400.00
Design Option 5	31 spaces (4 accessible)	$1,312,800.00

Restriping Tartan Inn Gravel Lot

The included design sketch considers the number of spaces the gravel lot adjacent to the Tartan Inn could generate if paved and striped. The sketch shows the generation of 11 spaces including one (1) accessible (ADA) space. During the study, vehicles were parked haphazardly, which lowered the available occupancy in the lot. Paving and striping the parking lot would make it more efficient and safer and likely add several available parking spaces.

Estimated Cost

The proposed surface parking area of approximately 3,000 square feet would provide 11 parking spaces. We estimate the costs for paving and striping this area to be approximately $40,000.

Design Option 1

60° Stalls: 31
Parallel Stalls: 10
ADA Stalls: 2

Scale: 1 inch = 50 feet

Issue for Review - 12/05/24

This design option includes removing 21 angled and 90-degree spaces from the east side of N. Waverly Ave. and adding sidewalks with 12 parallel parking spaces on the east side of N. Waverly Ave., 4 spaces adjacent to each establishment (Owl's Nest and Tartan Inn). The design option also includes adding 31 angled ROW spaces across N. Waverly Ave. generating a total gain of 22 parking spaces from the current design.

Cost Opinion - Concept 1

Item	Description	Unit	Quantity	Cost	Line
1	Demolition and Site Preparation	LS	1	$85,000.00	$85,000.00
2	Utility Relocation	LS	1	$50,000.00	$50,000.00
3	Storm and Utility Connections	LS	1	$250,000.00	$250,000.00
4	Asphalt Surface and Base	SY	3,050	$115.00	$350,750.00
5	Concrete Curb and Gutter B6/12	LF	1,200	$55.00	$66,000.00
6	Concrete Walk and Base	SF	9,500	$12.50	$118,750.00
7	Landscape Restoration	LS	1	$15,000.00	$15,000.00

Subtotal	$935,500.00
10% Design Allowance	$46,775.00
10% Construction Contingency	$93,550.00
Total Cost Opinion	**$1,075,825.00**

Design Option 2

90° Stalls: 39
Parallel Stalls: 10
ADA Stalls: 2

Scale: 1 inch = 50 feet

Issue for Review - 12/05/24

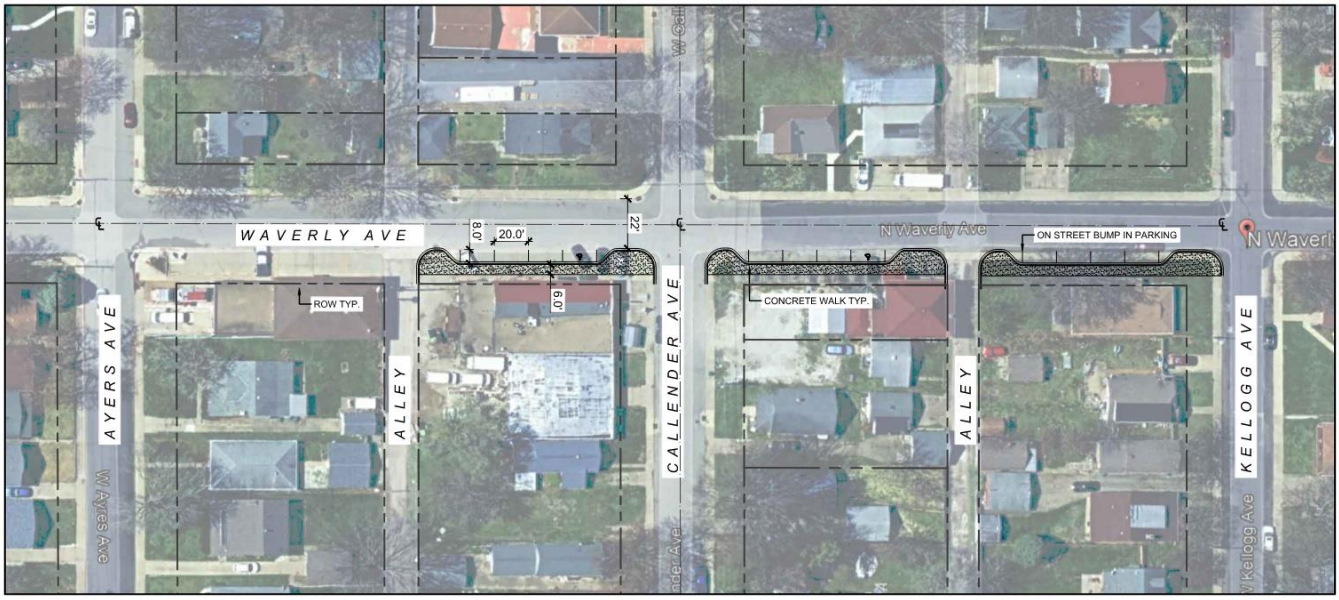
This design option includes removing 21 angled and 90-degree spaces from the east side of N. Waverly Ave. and adding sidewalks with 12 parallel parking spaces on the east side of N. Waverly Ave., 4 spaces adjacent to each establishment (Owl's Nest and Tartan Inn). This option also includes adding 41 spaces in off-street surface parking areas on the west side of N. Waverly Ave. for a total gain of 32 parking spaces from the current design.

Cost Opinion - Concept 2

Item	Description	Unit	Quantity	Cost	Line
1	Property Taking	LS	1	$150,000.00	$150,000.00
2	Site Demolition	LS	1	$100,000.00	$100,000.00
3	Utility Relocation	LS	1	$50,000.00	$50,000.00
4	Storm and Utility Connections	LS	1	$200,000.00	$200,000.00
5	Asphalt Surface and Base	SY	4,200	$115.00	$483,000.00
6	Concrete Curb and Gutter B6/12	LF	1,200	$55.00	$66,000.00
7	Concrete Walk and Base	SF	5,000	$12.50	$62,500.00
8	Landscape Restoration	LS	1	$15,000.00	$15,000.00

Subtotal	$1,126,500.00
10% Design Allowance	$112,650.00
10% Construction Contingency	$112,650.00
Total Cost Opinion	**$1,351,800.00**

Design Option 3



This design option includes removing 21 angled and 90-degree spaces from the east side of N. Waverly Ave. and adding sidewalks with 12 parallel parking spaces on the east side of N. Waverly Ave., 4 spaces adjacent to each establishment (Owl's Nest and Tartan Inn) generating a total reduction of 9 parking spaces from the current design.

Cost Opinion - Concept 3

Item	Description	Unit	Quantity	Cost	Line
1	Site Demolition	LS	1	$75,000.00	$75,000.00
2	Utility Relocation	LS	1	$25,000.00	$25,000.00
3	Storm and Utility Connections	LS	1	$150,000.00	$150,000.00
4	Asphalt Surface and Base	SY	2,800	$115.00	$322,000.00
5	Concrete Curb and Gutter B6/12	LF	655	$55.00	$36,025.00
6	Concrete Walk and Base	SF	4,100	$12.50	$51,250.00
7	Landscape Restoration	LS	1	$8,500.00	$8,500.00

Subtotal	$667,775.00
10% Design Allowance	$66,777.50
10% Construction Contingency	$66,777.50
Total Cost Opinion	**$801,330.00**

Design Option 4 – Recommended Option

This design option includes removing 21 angled and 90-degree spaces from the east side of N. Waverly Ave. and adding sidewalks with 12 parallel parking spaces on the east side of N. Waverly Ave., 4 spaces adjacent to each establishment (Owl's Nest and Tartan Inn). This design option also includes adding a 21-space off-street surface parking area east of Waverly, south of Callender, and adding a second 21-space off-street surface parking area east of Waverly, north of Callender, generating a total gain of 31 spaces from the current design.

Design Option 4

This design is the **recommended option** for West Peoria. This option will help solve the problems with access and pedestrian safety that the city is facing by removing parked cars from the driving lanes and providing safe pedestrian walkways. Creating convenient off-street parking on the properties along Callender will also address the potential issues of parked cars on the side streets and allow customers to access the businesses on the east side of Waverly Avenue without needing to cross Waverly or between any parked cars. Although not shown on the display the City is encouraged to properly implement bicycle shared use markings, or sharrows, in this corridor to help provide connectivity to the existing bicycle facilities on Rohmann Avenue and any other potential future planned facilities in West Peoria or adjoining Peoria or Peoria County facilities.

Cost Opinion - Concept 4

Item	Description	Unit	Quantity	Cost	Line
1	Property Taking	LS	1	$200,000.00	$200,000.00
2	Site Demolition	LS	1	$150,000.00	$150,000.00
3	Utility Relocation	LS	1	$25,000.00	$25,000.00
4	Storm and Utility Connections	LS	1	$200,000.00	$200,000.00
5	Asphalt Surface and Base	SY	4,000	$115.00	$460,000.00
6	Concrete Curb and Gutter B6/12	LF	1,150	$55.00	$63,250.00
7	Concrete Walk and Base	SF	3,500	$12.50	$43,750.00
8	Landscape Restoration	LS	1	$15,000.00	$15,000.00

Subtotal	$1,157,000.00
10% Design Allowance	$115,700.00
10% Construction Contingency	$115,700.00
Total Cost Opinion	**$1,388,400.00**

Design Option 5

90° Stalls: 40
On Street Stalls: 10
ADA Stalls: 4

This design option includes removing 21 angled and 90-degree spaces from the east side of N. Waverly Ave. and adding sidewalks with 12 parallel parking spaces on the east side of N. Waverly Ave., 4 spaces adjacent to each establishment (Owl's Nest and Tartan Inn). This design option also includes adding a bike lane between the parallel on-street spaces and the sidewalk as well as two (2) surface parking areas adding a 21-space off-street surface parking area east of Waverly, south of Callender, and a second 21-space off-street surface parking area east of Waverly, north of Callender, generating a total gain of 31 spaces from the current design. While this option is similar to the previous one, it does not have the added benefit of removing the parked cars from the paved roadway surface. It also does not do enough to increase the sight lines at Waverly and Callender.

Cost Opinion - Concept 5

Item	Description	Unit	Quantity	Cost	Line
1	Property Taking	LS	1	$200,000.00	$200,000.00
2	Site Demolition	LS	1	$150,000.00	$150,000.00
3	Utility Relocation	LS	1	$25,000.00	$25,000.00
4	Storm and Utility Connections	LS	1	$200,000.00	$200,000.00
5	Asphalt Surface and Base	SY	3800	$115.00	$437,000.00
6	Concrete Curb and Gutter B6/12	LF	650	$55.00	$35,750.00
7	Concrete Walk and Base	SF	2,500	$12.50	$31,250.00
8	Landscape Restoration	LS	1	$15,000.00	$15,000.00

Subtotal	$1,094,000.00
10% Design Allowance	$109,400.00
10% Construction Contingency	$109,400.00
Total Cost Opinion	**$1,312,800.00**

FUNDING OPPORTUNITIES:

To chart a funding strategy, it's important to understand that there are two separate funding needs: (1) streetscape improvements in the public realm, and (2) acquisition of private property(s) to support public parking. Public and private improvements typically require different sourcing, so the city will need a two-track approach. Understanding that an improvement such as the recommended Option 4 is expensive for a small community it is recommended that some of the following funding opportunities are explored for portions of the project costs.

Special Assessment & Zoning

The project area's situation is unique in that the two popular restaurants are in the middle of a residential area. The zoning for the restaurant buildings is Business District (B-1 General Business District). Given its small size, this B-1 district is not operated as a traditional business district that serves as a revenue source. Because the parking will only serve three establishments (including the Culligan operations), it's rational to consider a special assessment to cover the costs of new parking supply.

Note – it's unclear whether Recommendation 4 will require a zoning code change to convert R-1 Medium Density Residential District zoning to public parking.

Parking Benefit District

Instead of (or in addition to) assessing the business, the city can install meters to on- and off-street parking, passing the costs onto restaurant patrons. While unpopular, this approach links the investment of public parking to support private businesses. This approach may also manage demand from local residents who choose to walk or bike. The city also uses Tax Increment Financing (TIF) districts to capture and invest property value increases in improvements. The increase in property values would then be directed to paying for the new parking supply.

Transportation Grants

There are several transportation grants that can be applied to redesigning streets

- Surface Transportation Block Grants (STBG):
    - West Peoria could apply for the round of the local MPO call for projects for STBG. This is a significant funding opportunity for regionally significant roadway project in three categories: New Roadways, Pavement Preservation and Reconstruction. The next call for projects is anticipated in 2026.
- Safe Streets and Roads for All (SS4A) Grant program: The Tri-County Regional Planning Commission, which includes Peoria County, was awarded a Safe Streets for All award January 2023, and issued a Request for Proposals (RFP) for a Comprehensive Safety Action Plan in September of that year. These plans identify specific hazards (type and location) and a subsequent project list. That plan is still underway. Items of note:
    - To be eligible for future safety funding under an implementation grant from Safe Streets for All funding, the project area needs to be included in the Safety Action Plan (underway). Once a project is listed, the jurisdiction can apply under a Safe Streets for All implementation grant (i.e., for design and construction funding).
    - The funding would only apply to street improvements but cannot be used to acquire or construct off-street parking.
    - The future of the Safe Streets for All program (and all other discretionary funding programs under the Bipartisan Infrastructure Law) are in question. There is some speculation that similar or reduced funding levels will be transferred to a block grant that is administered by the State DOT or Metropolitan Planning Organization (Tri-County Regional Planning Commission).
    - There are two more years under the current program; the next Notice of Funding Opportunity is expected March 2025 for FY25 program.

- West Peoria should contact the Tri-County RPC to alert them of the safety issues surrounding the Fire Station. This may help prioritize the study area for any number of funding sources.

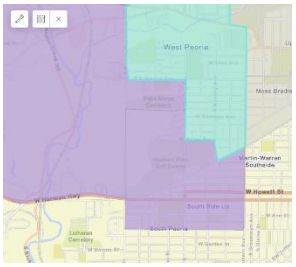
Community Development Grants

Community Development Block Grants (CBDG)

The US Housing and Urban Development's Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

Community Development Block Grants can be used for eligible public facilities and improvement projects. Parking lots and garages are listed as eligible public facilities. According to a Fact Sheet on Eligible CDBG Activities, the following parameters apply:

> "These projects may be undertaken on an interim basis in areas exhibiting objectively determinable signs of physical deterioration where it was determined that immediate action is necessary to arrest the deterioration and that permanent improvements will be carried out as practicable to repair."



According to the USDOT Equitable Transportation Community Explorer, this neighborhood lies within Census tract 4400 which is not designated as low income, however is close to the boundary of Census tracts 4500 and 0600 which are listed as disadvantaged. The location of the fire station is within blocks of the two disadvantaged Census tracts. Census tract 4500 is listed as disadvantaged for transportation insecurity.

Public Safety Grants

A final, though unconventional, source would be from public safety grants. In West Peoria and Peoria County, grants typically cover the cost of items such as speed cameras and lighting. However, the unorganized parking and traffic impacts may pose a reasonable basis for seeking funds to facilitate safer emergency response with street and parking improvements.