

EXISTING CONDITIONS

OVERVIEW

Within the Peoria-Pekin Urbanized Area, three municipalities belong to the Greater Peoria Mass Transit District, and only two other communities contract with GPMTD to provide fixed route and complementary paratransit service for their citizens. This leaves a large, population-dense geographic space, the Grey Area, where it is questionable if an individual can travel independently for their basic needs and services both within the region and to other metropolitan hubs in the state. Nearly 87,000 people, one-third of the population of the Urbanized Area, live in this under-served territory. In the past, at least part of this Grey Area has been fortunate to receive service through urban transit formula grants such as FTA Section 5316 and 5317 (New Freedom, and Job Access and Reverse Commute, respectively), but those funds have run out and no permanent solution has emerged. The latest Illinois Region 5 Human Services Transportation Plan update recommended a further study into long-term, fiscally constrained mobility solutions for this area.

12 Municipalities are located within the Grey Area (**Figure 1**):

- Dunlap, IL Pop. 1,422
- Chillicothe, IL Pop. 6,073
- Rome, IL Pop. 1,738
- Germantown Hills, IL Pop. 3,430
- Norwood, IL Pop. 465
- Bellevue, IL Pop. 1,945
- North Pekin, IL Pop. 1,531
- Creve Coeur, IL Pop. 5,137
- Marquette Heights, IL Pop. 2,663
- Bartonville, IL Pop. 6,172
- Morton, IL Pop. 16,218
- Washington, IL Pop. 16,704

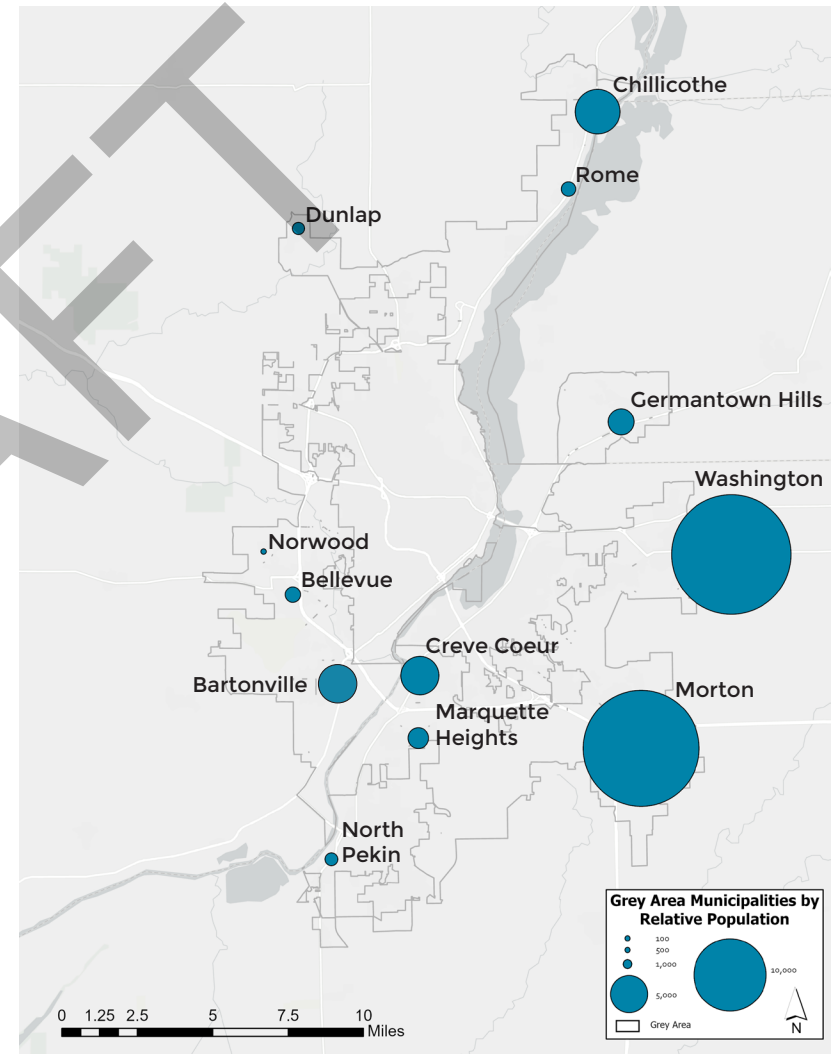


Figure 1: Municipalities in the Grey Area



CONSISTENCY WITH OTHER AGENCY PLANS

It is important for the Grey Area Mobility Study to carefully analyze relevant implications of state, regional, and local plans for the study area. This Study's recommendations should be consistent with relevant policies, standards, and proposals.

This comprehensive review identifies relevant elements from each plan that would impact the Grey Area's current and future transportation and mobility plans and investments. In total, the study team reviewed five existing planning documents related to transportation planning and land use development in the Tri-County region.

Table 1 lists the title, author, and year of publication for the five plans, studies, and initiatives selected for review.

Table 1: Plans/Studies Reviewed

Plan/Study	Agency/ Entity	Publication Date
State Plans		
1. Illinois Long-Range Transportation Plan	IDOT	2019
2. Illinois Statewide Public Transportation Plan	IDOT	2018
Regional Plans		
3. Long-Range Transportation Plan 2045	PPUATS	2020
4. Human Services Transportation Plan Region 5	PPUATS	2016
5. CityLink on the Move	GPMTD	2019

STATE PLANS

Illinois Long-Range Transportation Plan (2019)

The Illinois Long-Range Transportation Plan (LRTP) provides strategic direction for Illinois' transportation system. The LRTP vision in Illinois is for innovative, sustainable, and multimodal transportation solutions that support local goals and grow Illinois' economy. The LRTP provides the overarching framework for Illinois Department of Transportation (IDOT) programs and modal plans. It establishes policies to guide future system development, separate from the programming of specific improvements. The LRTP addresses Federal and State requirements and is updated every five years.

ALIGNMENT WITH THE GREY AREA MOBILITY STUDY

The LRTP did not provide specific input for the study area; however, it provides objectives and recommendations to be used as guiding principles. One of the LRTP's primary objectives is to "Enhance the effectiveness of the multimodal transportation system through better traveler information, utilizing technology where possible, to maximize efficiency of existing facilities and services."

As stated in the LRTP, the objective is to be supported by actions and strategies including:

- Better understand the need for and implement Intelligent Transportation Systems (ITS) statewide and invest in proven ITS strategies.
- Improve transit ridership levels and riders' experiences through the use of rider-oriented technology.
- Improve transit connectivity between service areas and providers.
- Identify and define regional multimodal demands and needs, and/or



associated costs across the state.

- Work with Human Services Transportation Planning (HSTP) coordinators and adjacent transit providers to determine the feasible times and locations for transit transfers between providers.

Illinois Statewide Public Transportation Plan (2018)

The IDOT Office of Planning and Programming (OPP) and Office of Intermodal Project Implementation (OIPI) completed the first Statewide Public Transportation Plan in 2018. The focus of the Plan was “Downstate” Illinois, the area outside of the six-county Chicago metropolitan area. The Plan developed a vision for an integrated public transportation system that promotes mobility and access for people living, working, or visiting Illinois. The Plan identified goals, objectives, and strategies to meet the demand for services. The horizon year of the Statewide Public Transportation Plan is 2040, and the Plan has been integrated into Illinois’s 2040 Long Range Transportation Plan.

ALIGNMENT WITH THE GREY AREA MOBILITY STUDY

According to the plan, two communities east of Peoria show commuter demand: Washington, with a population of about 15,000, and Morton, with a population of 16,525. Based on the plan’s findings, Washington shows a projected demand of 160 riders to workplaces in East Peoria and Peoria. Similarly, the study reports that Morton has sufficient demand in both directions to warrant an all-day route; there are about 150 commuters projected to use to transit to access jobs in and around Morton (large employers in the community include a pumpkin canning factory operated by Nestle; Morton Buildings; Morton Industries; Matcor Metal Fabrication;

and a Caterpillar parts warehouse). 180 commuters are projected to use the service in the “traditional” commute manner. It should be noted that though the report cites the demand is sufficient for a peak period express route, it is not clear if the trip ends are sufficiently concentrated to support this service.

REGIONAL PLANS

Long-Range Transportation Plan (2020)

The primary purpose of the Long-Range Transportation Plan (2020-2045) is to provide strategic direction for the development of the Peoria-Pekin Urbanized Area’s transportation system. The plan identifies needed improvements to the transportation network and provides a long-term investment framework to address current and future challenges. The LRTP vision for transportation in the urbanized area is to have a safe, balanced, regional, and multi-modal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations. The LRTP addresses Federal and State requirements and is updated every five years. The most recent iteration was adopted in June 2020.

ALIGNMENT WITH THE GREY AREA MOBILITY STUDY

The 2010 U.S. Census expanded the Peoria-Pekin Urbanized Area boundaries, adding Chillicothe, Dunlap, and Germantown Hills to the urbanized area. Prior to this expansion, Chillicothe and Dunlap were serviced by Peoria County’s rural public transportation service, CountyLink; and Germantown Hills was serviced by Woodford County’s rural public



transportation service, WeCare. Federal Section 5311 regulations do not permit CountyLink and WeCare (rural service providers) to provide transportation service that both originates and terminates within an urban area. This left Germantown Hills, Dunlap, and Chillicothe without public transportation service. To temporarily resolve this issue, GPMTD has taken over transportation services within the expanded Urbanized Area. Currently, the service is only available in Peoria County. The service was funded in part through two federal grant programs, Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom. Acquired funding from these programs is anticipated to last through FY 2016. Funds were fully exhausted in FY 2017. GPMTD continues to provide services.

The service, referred to as CAUSE Area (CityLink Area Urban Service Expansion) demand response, is currently available to anyone living or working within the grey urbanized area outside of complementary paratransit boundaries (See **Figure 2**). The service operates Monday through Saturday from 5:30 a.m. to 6:00 p.m. and is unavailable on Sundays. A oneway passenger fare is \$6.00. Individuals are encouraged to schedule their rides at least 24 hours in advance; however, same-day reservations are sometimes accepted.

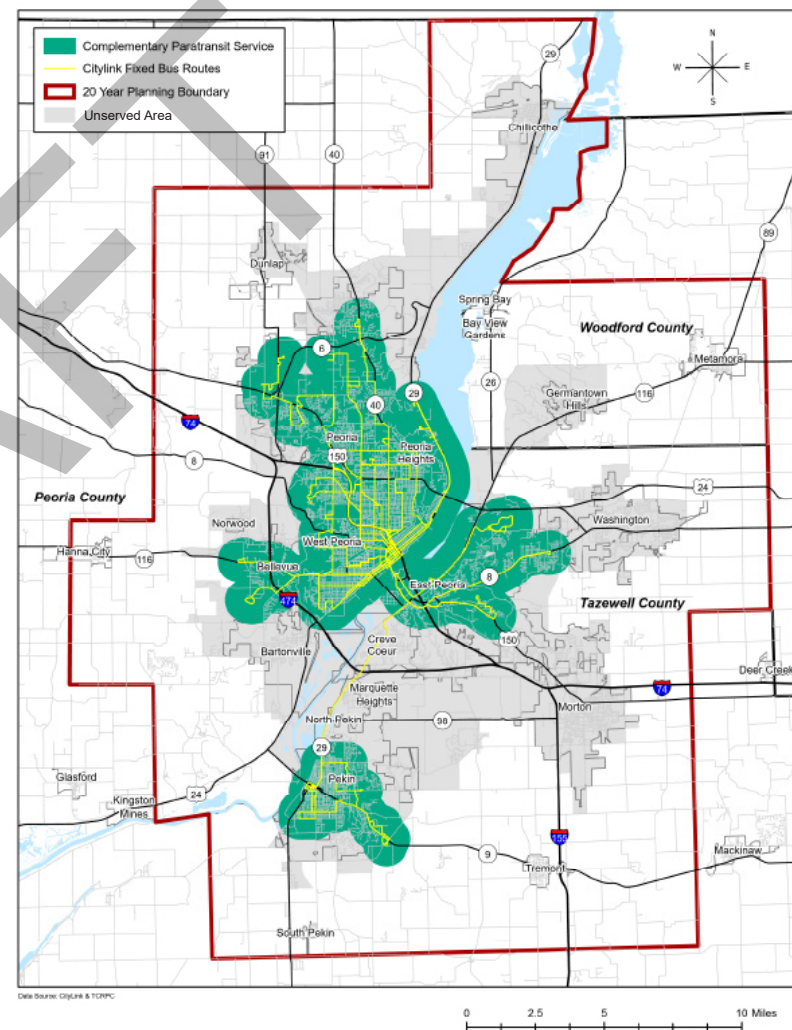


Figure 2. CityLink Complimentary Paratransit Service



Heart of Illinois Human Services Transportation Plan Region 5 (2016)

The purpose of Heart of Illinois Human Services Transportation Plan (HSTP) for Region 5 is to evaluate existing transportation providers, the unmet needs and duplications in human service and public transportation services, and establish transportation related goals for Peoria, Tazewell, Woodford, Marshall, Stark, Knox, and Fulton Counties in Central Illinois. This documentation fulfills federal planning requirements, which requires that Section 5310 funding (for Enhanced Mobility of Seniors & Individuals with Disabilities) be included in a locally developed, coordinated public transit-human services transportation plan.

The goal of the HSTP is to increase the number of options and affordability of public transportation for people with low incomes, individuals with disabilities, older adults, and the public. The HSTP is intended to guide transit providers, planners, and state Department of Transportation personnel as they implement projects to better serve the regional transit system.

ALIGNMENT WITH THE GREY AREA MOBILITY STUDY

The HSTP defined a territory known as the “Grey Area.” The grey area refers to the portion of the Peoria-Pekin Urbanized area that lies outside of the Greater Peoria Mass Transit District. Parts of the grey area are currently served by CityLink under a temporary grant; however, much of the grey area is not served by public transportation. The HSTP identified a need for an addition of service within the Grey Area. The plan recommended an evaluation of ridership trends of CityLink’s C.A.U.S.E. Area demand response pilot program to determine communities where demand is the greatest and prioritize future projects in these areas.

CityLink on the Move (2019)

The Greater Peoria Mass Peoria Transit District (GPMTD) completed a comprehensive study of the CityLink bus system in November 2019. The primary objective of the study is to identify the best approach for optimizing service, improving customer satisfaction, and increasing ridership. The study included data collection, market analysis, and community engagement. The final report includes key findings, community engagement activities, and recommendations.

ALIGNMENT WITH THE GREY AREA MOBILITY STUDY

The report identified a lack of transit access to employment in Bartonville and Morton. It also noted that changes to CityLink route alignments will result in changes to the CityLift service area, most notably a discontinuation of service in the Eastside neighborhood of East Peoria.

CURRENT SERVICES

The metropolitan planning area that lies outside the urbanized area is eligible for rural public transportation. Service to this area is provided by CountyLink (rural Peoria County) and WeCare (rural Tazewell and Woodford Counties). CountyLink provides demand-response service, which allows individuals to be picked up and dropped off at a pre-scheduled time and place. The service is available Monday through Friday from 5:00 a.m. to 6:00 p.m. and costs \$6.00 one way. In recent years, Peoria County has put an intergovernmental agreement (IGA) in place with GPMTD to operate this system. GPMTD uses a third-party contractor to provide CountyLink service. Because of the IGA, a coordinated dispatch effort has made both systems more productive. CountyLink and CityLift are using the same third-party contractor to provide the service, same ride scheduling software and equipment, and same dispatching office. Such improvements make it possible for more rides to be provided in more areas. This can be seen in the growing ridership since 2016 as reported to the National Transit Database and displayed in **Figure 3**.

WeCare, a not-for-profit organization, is the public transportation provider for rural Tazewell and Woodford Counties. Like CountyLink, WeCare provides demand-response service for the general public including senior citizens and those with disabilities. Transportation is available Monday through Friday from 6:00 a.m. to 5:00 p.m. and costs \$3 one-way. Seniors ride on a donation-only basis. In FY 2018, WeCare provided 57,361 one-way passenger trips; Woodford County accounted for 13,966 of those trips, and Tazewell County accounted for 43,395 trips. Since 2014, ridership has increased 8.9% in Woodford County, and 22.8% in Tazewell County.

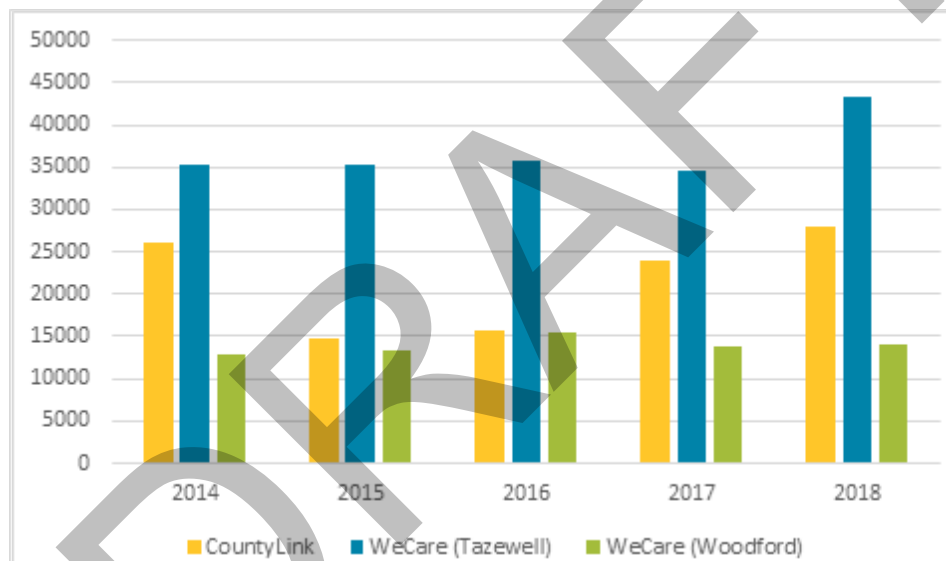


Figure 3. Rural Transit Ridership

services agencies have been granted vehicles through IDOT's Consolidated Vehicle Procurement (CVP) program to support their transportation services. **Table 2** lists these agencies and identifies their principal clients and nature of service. Please note that this table is not a comprehensive list of all human



services agencies with client transportation programs. Many human services agencies fund transportation programs with private donations, fundraising, and other means. Often, the transportation programs of human services agencies are not enough to satisfy all transportation needs. In these cases, agencies have succeeded in coordinating with CityLink, CityLift, CountyLink, and WeCare to provide additional rides. This effort is one of the primary goals of the Heart of Illinois Human Services Transportation Plan (HSTP) committee.

Many human services agencies have been able to fund transportation programs with private donations, fundraising, and other means. In many cases, the transportation programs of human services agencies are not sufficient to satisfy all of the transportation needs of their clients. In these cases, agencies have been very successful in coordinating with CityLink, CityLift, CountyLink, and WeCare to provide additional rides.

Table 2: Section 5310 Human Services Agencies

Organization	Location	Principal Client	Nature of Service
Central Illinois Agency on Aging	Peoria, Washington	Seniors	To provide resources to help elderly persons and their caretakers
Central Illinois Center for the Blind and Visually Impaired (CICBVI)	Peoria	Blind and Visually Impaired	To provide services and support for the blind and visually impaired
Community Workshop Training Center (CWTC)	Peoria	People with Disabilities	To provide training for people with disabilities
Council for Disadvantaged People, Inc	Peoria	Low-Income	To help individuals and families overcome poverty, homelessness, unemployment, substance abuse, and teen violence.
EPIC	Peoria	People with Disabilities	To provide day training for people with disabilities
Snyder Village	Metamora	Seniors	Retirement community and nursing home
Tazewell County Resource Center (TCRC)	Tremont	People with Disabilities	To provide day training for people with disabilities

SERVICE AREA DEMOGRAPHIC PROFILE

The following pages include demographic profile summaries of the Grey Area, the Peoria Urbanized Area, and the State of Illinois. The primary source of demographic data used in this report is the American Community Survey (ACS). It is administered by the U.S. Census Bureau to collect a wide range of demographic data. As of the writing of this report, the 2018 ACS data are the most current information available. The ACS replaced the “long form” questionnaires formerly sent to a proportion of households during each decennial census. The ACS generally provides more current data than the decennial census because it is administered on an ongoing basis. The latest 5-year ACS (2014-2018) estimates were used in this report. These estimates average data over five consecutive years.

Table 3: Age of Population

Age	Total Population	Under 18	18-64	65+
Peoria Urbanized Area	254,886	22.7%	59.8%	17.6%
Grey Area	86,862	23.5%	59.9%	16.6%
State of Illinois	12,741,080	22.4%	62.0%	15.6%

The age mix in the Grey Area is very similar to that in the Urbanized Area.

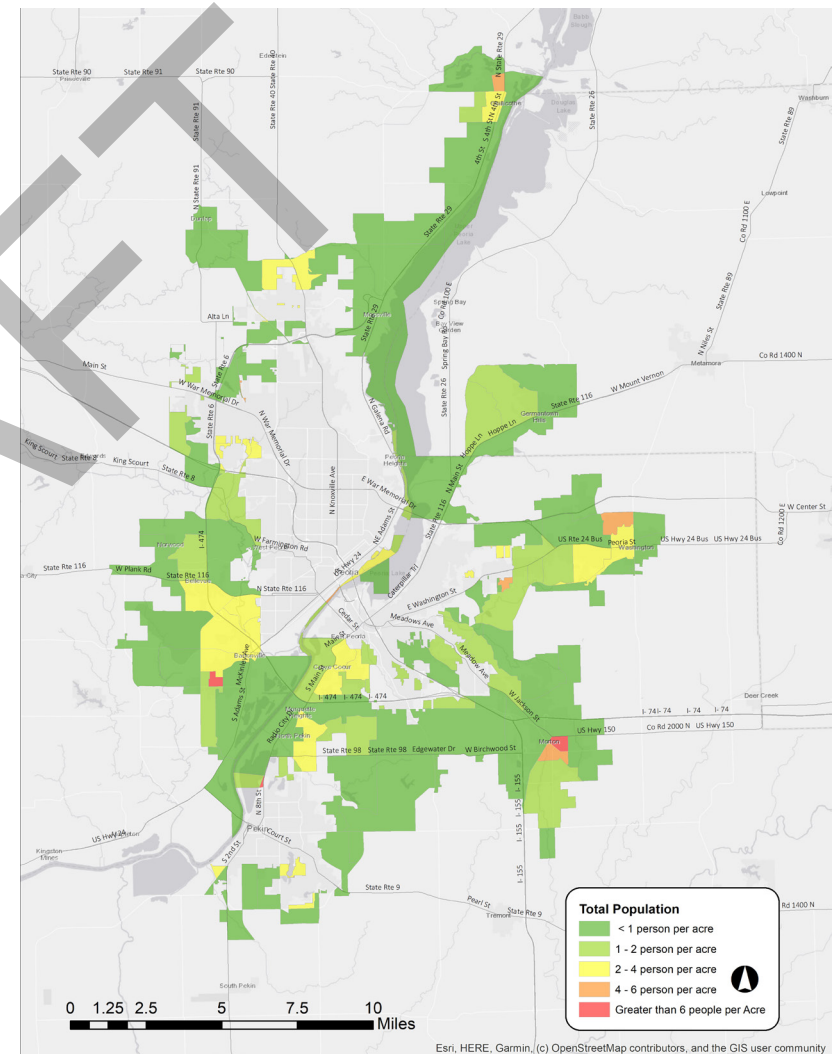


Figure 4: Grey Area Population Density



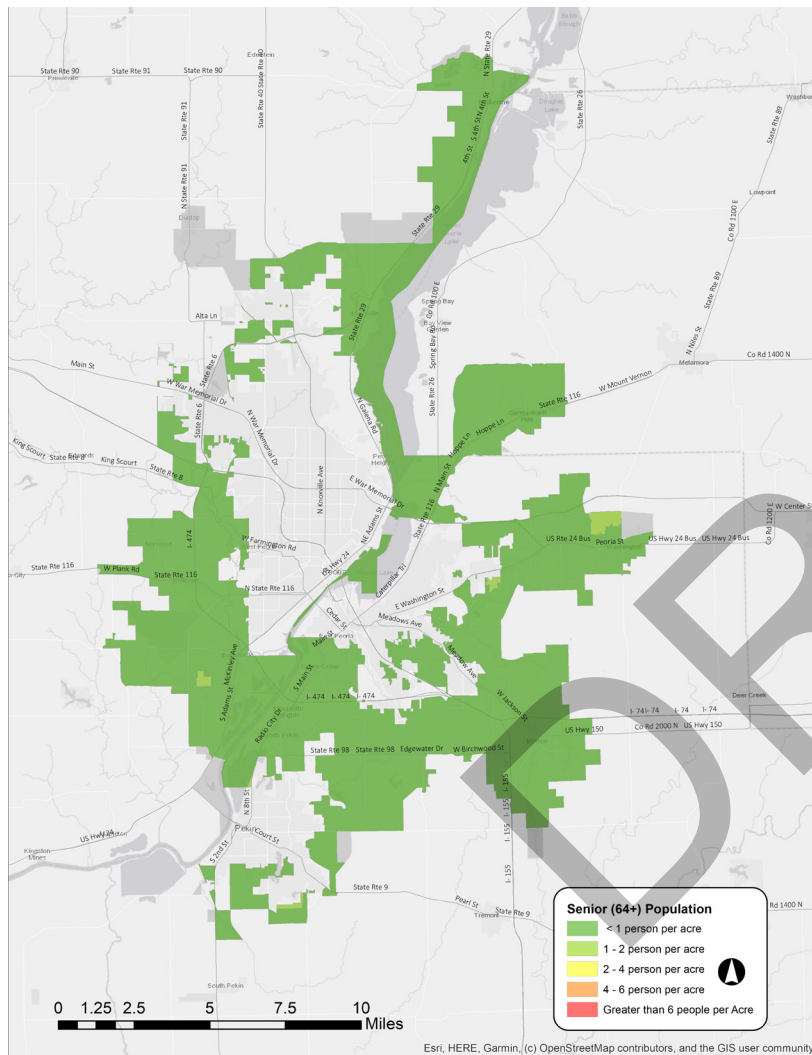


Figure 5: Grey Area Population Density Age 65+



Table 4: Racial Composition

Race/Ethnicity	White	Black	Nat Am/Alaska Nat	Asian	Haw Pac Islander	Other	2 or More Races	Hispanic/Latino
Peoria Urbanized Area	77%	12.8%	0.2%	3.1%	0%	0.2%	2.8%	4%
Grey Area	91.9%	3.3%	0.2%	2.2%	0%	0.7%	1.7%	-
State of Illinois	60.9%	13.8%	0.1%	5.6%	0%	0.2%	2	17.3%

The percentage of non-white population in the Grey Area differs significantly from the Peoria Urbanized Area and the State of Illinois. A much lower percentage of the Grey Area's population is Black (3.7% compared with 13.8% for all of Illinois).

Table 5: Educational Attainment

Educational Attainment*	No HS Diploma/ GED	HS Diploma/GED	Some College (no degree)	Bachelor's Degree	Graduate/ Professional Degree
Peoria Urbanized Area	8.9%	28.7%	33%	18.7%	10.7%
Grey Area	7.7%	29.6 %	23.3%	18.4%	9.4 %
State of Illinois	10.5%	26.1%	28.4%	21.1%	14.0%

**Highest level completed for those aged 25 and older*

The percentage of population with a bachelor's degree in the Grey Area is just below that of the Urbanized area, and both are lower than the State of Illinois percentage. This can be attributed to the region's long history as a manufacturing hub and former world headquarters of Caterpillar Inc., a Fortune 100 company who produces large earth moving equipment.



Table 6: Labor Force Participation

	Total Workforce Population	In Labor Force	Not in Labor Force
Peoria Urbanized Area	122,151	59.9%	40.1%
Grey Area	68,863	62.5%	37.3%
State of Illinois	6,676,623	65.2%	34.6%

Labor force participation in the Grey Area is higher than in the Urbanized Area, but lower than Illinois as a whole.

Table 7: Employment Status

Employment Status*	Employed	Unemployed
Peoria Urbanized Area	94.5%	5.7%
Grey Area	94.8%	5.1 %
State of Illinois	94.3%	5.5%

*Includes only those in the labor force

Unemployment rates in the Grey Area are similar to those in the Urbanized Area and statewide.

Table 8: Household Income

Household Income	< \$50,000	\$50,000 - \$100,000	\$100,000 – \$200,000	>\$200,000
Peoria Urbanized Area	45.6%	33.2%	17.4%	3.9%
Grey Area	38.7%	33.8%	21.7%	5.9%
State of Illinois	39.1%	29.7%	22.9%	8.3%

Household incomes in the Grey Area are somewhat higher than in the Urbanized Area.

Table 9: Housing Tenure

Households	Total Housing Units	Owner Occupied	Renter Occupied
Peoria Urbanized Area	119,733	63.8%	36.2%
Grey Area	34,698	76.0%	24.0%
State of Illinois	5,376,176	66.0%	34.0%

A higher percentage of the Grey Area's population lives in owner occupied residences (75.5% compared with 66.0% for all of Illinois and 63.8% for the Urbanized Area).



Table 10: Vehicles Per Household

Vehicles Owned	0 Vehicle	1 Vehicle	2 Vehicle	3 Vehicle	4 Vehicle	5+ Vehicle
Peoria Urbanized Area	8.4%	38.6%	36.3%	12.1%	3.7%	0.8%
Grey Area	5.8%	31.7%	41.4%	15.0%	4.6%	1.6%
State of Illinois	10.8%	34.5%	36.4%	12.9%	4.0%	1.4%

The percentage of the population in the Grey Area without access to a vehicle is lower than the state and urbanized area. This is consistent with most rural areas. Rural areas are heavily car dependent for travel, as other alternatives like transit and sidewalks are not available and/or practical. As shown in **Figure 6**, zero vehicle households appear to be concentrated closer to more urban development in Morton, Washington, and West of Peoria. Also, the higher percentages of 0 vehicle households statewide reflects in part auto ownership patterns in the City of Chicago and immediate environs.

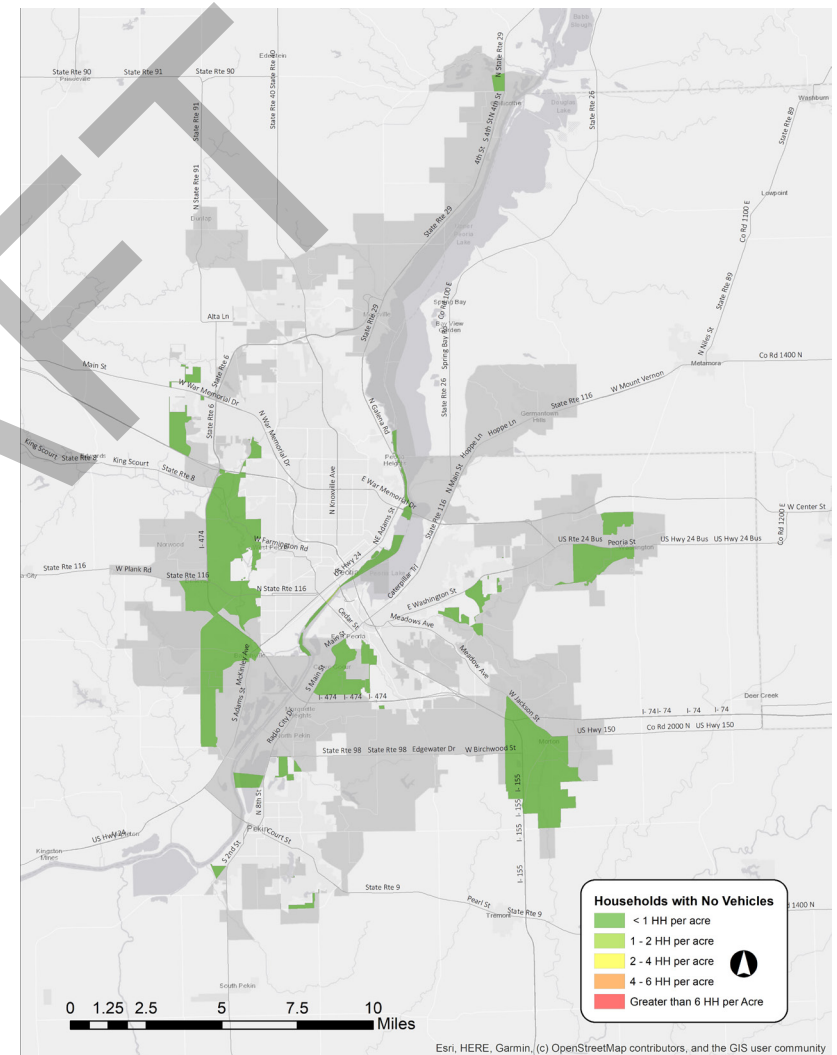


Figure 6: Density of Zero Vehicle Households



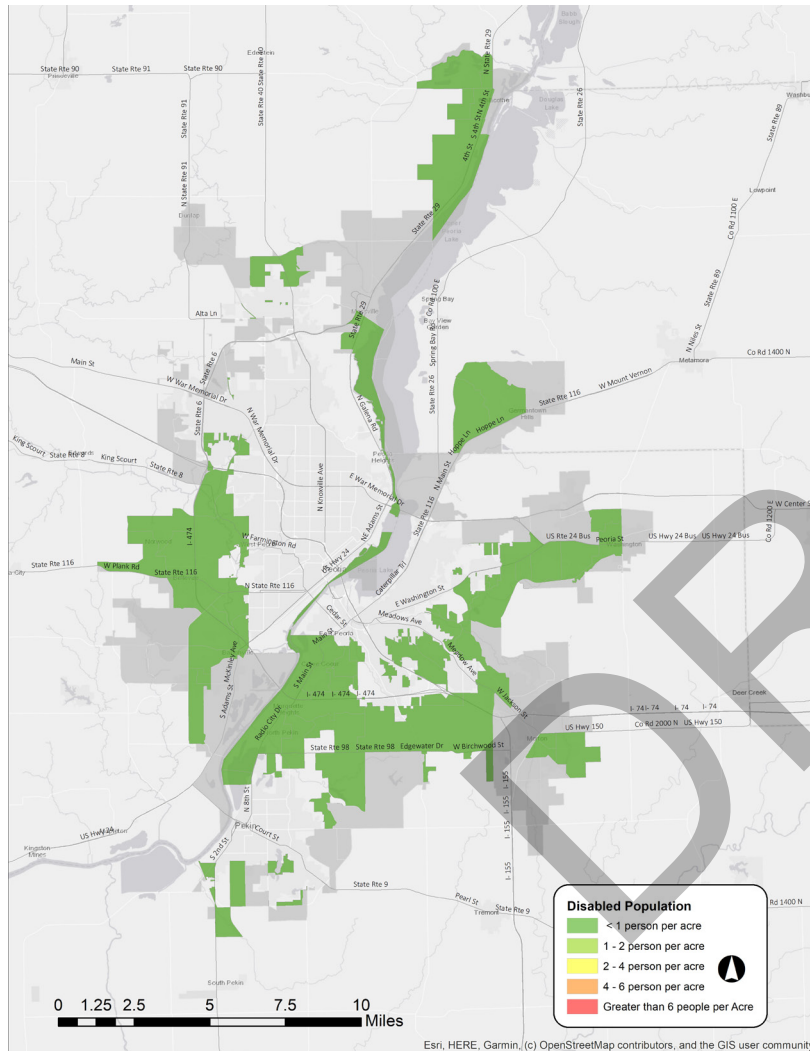


Figure 7: Density of Disabled Population

Table 11: Disability Status

Employment	Total Civilian Non-Institutionalized Population	With a Disability	No Disability
Peoria Urbanized Area	250,612	12.5%	87.5%
Grey Area	85,124	8.6%	91.4%
State of Illinois	12,563,908	11.1%	88.9%

The percentage of the population in the Grey Area with a disability is significantly lower than average. This is likely a choice resulting from the rural environment and its distance from resources and support services. As shown in **Figure 7**, the concentration of disabled populations ranges throughout the Grey Area. It is likely that many of the disabilities are age-related and the result of rural residents who are aging in place.



Table 12: Poverty Status

	Total Population with Income Below Poverty Levels (Last 12 Months)	Percent of Population with Income Below Poverty Levels (Last 12 Months)
Peoria Urbanized Area	39,185	15.8%
Grey Area	7,904	9.1%
State of Illinois	1,509,247	12.1%

The percentage of the population in the Grey Area with living below poverty is significantly lower than state and regional average.

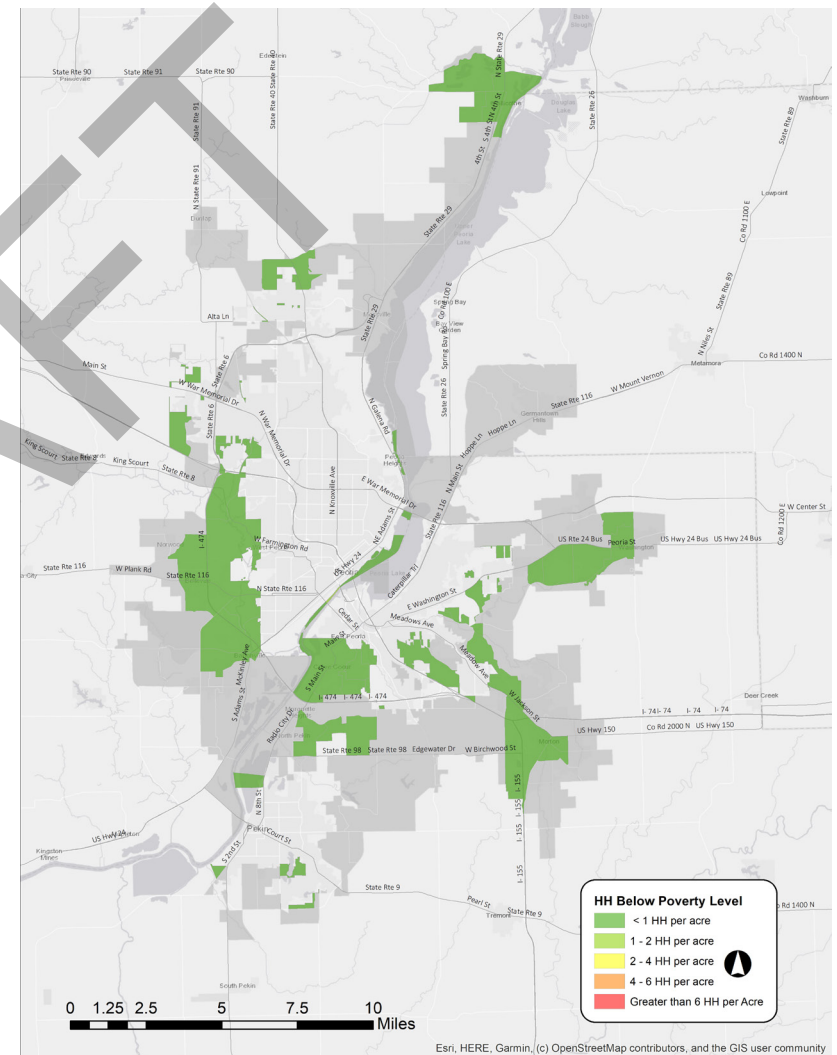


Figure 8: Density of Households Below Poverty



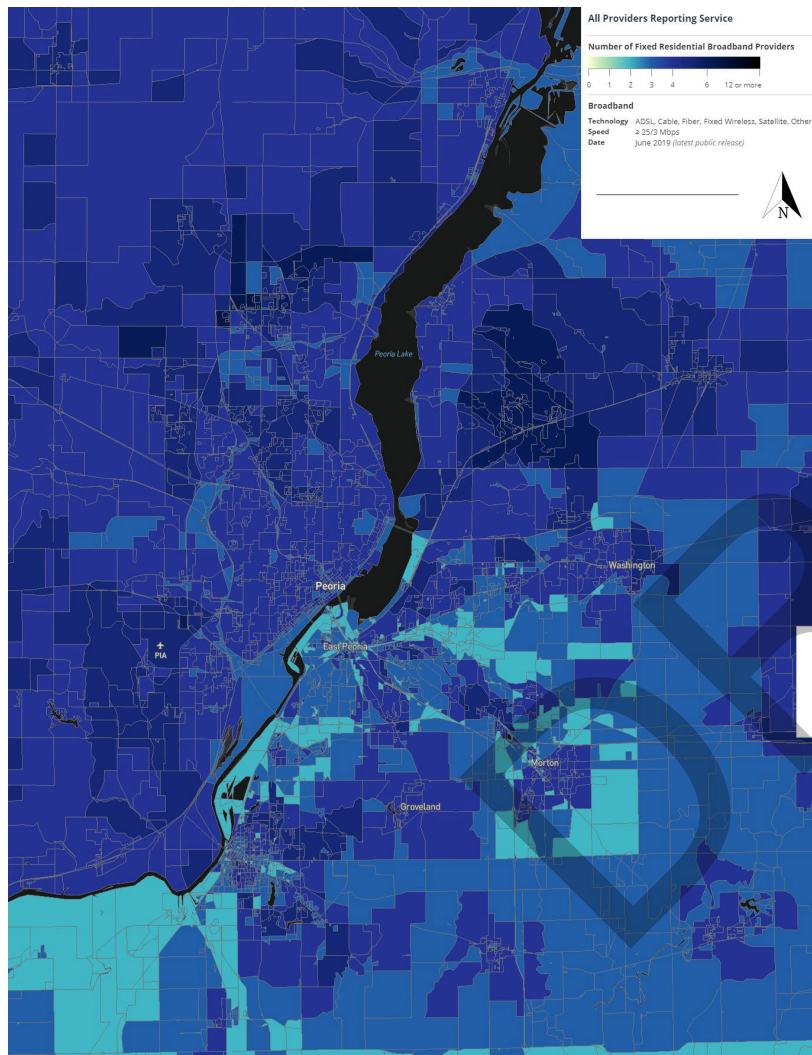


Figure 9: Access to Broadband Service

The definition of “broadband” has changed over the years to reflect the way Americans use the Internet. 25 Mbps (download) and 3 Mbps (upload) is a reasonable minimum standard for broadband in 2018. According to data provided by the Federal Communications Commission, at least one broadband internet service provider is available throughout the Grey Area. Areas east of the Illinois River have fewer providers available. Locations near Morton, Sunnyland, and rural Tazewell County appear to have the least access to high speed internet.



SERVICE AREA EMPLOYMENT PROFILE

Longitudinal Employer–Household Dynamics (LEHD) data are the product of a partnership between the Census Bureau and U.S. states to provide high quality local labor market information and to improve the Census Bureau's economic and demographic data programs. LEHD data are based on different administrative sources, primarily Unemployment Insurance (UI) earnings data and the Quarterly Census of Employment and Wages (QCEW), and censuses and surveys. Firm and worker information are combined to create job level quarterly earnings history data, data on where workers live and work, and data on firm characteristics, such as industry. OnTheMap is a web-based mapping and reporting application that enables access to the LEHD Origin-Destination Employment Statistics (LODES) dataset, showing where people work and where workers live. OnTheMap was designed to allow users to quickly revise and resubmit a new analysis. Using this resource, a “Work Area Profile Analysis,” and a “Home Area Profile Analysis” was performed on the study area to highlight the characteristics of the employees and residents. The “Work Area Profile Analysis,” highlights workers employed in the Grey Area. Alternatively, the “Home Area Profile Analysis,” highlights the employed persons who reside within the Grey Area.

Tables 13-15 compares the jobs, age, earning, sex, race, ethnicity, industry sector, worker race, educational attainment, and sex for the work and home profiles of the Grey Area for the most recent year of available data (2017).

Table 13: Grey Area Work and Home Area Profile

	Work Profile		Home Profile	
	Count	Percent	Count	Percent
TOTAL JOBS				
Total Jobs	32,077	100.0%	42,906	100.0%
JOBS BY WORKER AGE	Count	Percent	Count	Percent
Age 29 or younger	7,009	21.9%	9,255	21.6%
Age 30 to 54	17,654	55.0%	23,450	54.7%
Age 55 or older	7,414	23.1%	10,201	23.8%

According to OnTheMap, 32,077 workers reside in the Grey Area and 42,906 jobs are present. The most common jobs available in the Grey Area include manufacturing, retail trade, education services, food services and accommodations, and transportation and warehousing. Workers who reside in the Grey Area are most likely to be employed in health care and social assistance, manufacturing, retail trades, educational services, and accommodations and food services. It is notable that more than twice as many African American workers as there are residents. It can be assumed this reflects local commuting patterns (workers commuting to where the jobs are located). This information may suggest that enhanced Grey Area service has potential to provide improved opportunities for minority workers.



Table 14: Grey Area Work and Home Area Profile, Continued

	Work Profile		Home Profile	
	Count	Percent	Count	Percent
JOBS BY EARNINGS				
\$1,250 per month >	8,736	27.2%	10,875	25.3%
\$1,251 - \$3,333 per month	9,801	30.6%	13,104	30.5%
> \$3,333 per month	13,540	42.2%	18,927	44.1%
JOBS BY WORKER SEX	Count	Percent	Count	Percent
Male	18,198	56.7%	21,491	50.1%
Female	13,879	43.3%	21,415	49.9%
JOBS BY WORKER RACE	Count	Percent	Count	Percent
White Alone	29,109	90.7%	40,761	95.0%
Black or African American Alone	1,838	5.7%	889	2.1%
American Indian or Alaska Native Alone	69	0.2%	77	0.2%
Asian Alone	737	2.3%	767	1.8%
Native Hawaiian or Other Pacific Islander	14	0.0%	14	0.0%
Two or More Race Groups	310	1.0%	398	0.9%
JOBS BY WORKER ETHNICITY	Count	Percent	Count	Percent
Not Hispanic or Latino	30,964	96.5%	41,895	97.6%
Hispanic or Latino	1,113	3.5%	1,011	2.4%
JOBS BY WORKER EDUCATION	Count	Percent	Count	Percent
Less than high school	2,495	7.8%	2,885	6.7%
High school or equivalent, no college	7,806	24.3%	9,896	23.1%
Some college or Associate degree	8,417	26.2%	11,597	27.0%
Bachelor's degree or advanced degree	6,350	19.8%	9,273	21.6%
Educational attainment not available (workers aged 29 or younger)	7,009	21.9%	9,255	21.6%

Table 15: Grey Area Work and Home Area Profile, Continued

	Work Profile		Home Profile	
	Count	Percent	Count	Percent
Jobs by NAICS Industry Sector				
Agriculture, Forestry, Fishing and Hunting	28	0.1%	105	0.2%
Mining, Quarrying, and Oil and Gas Extraction	32	0.1%	30	0.1%
Utilities	64	0.2%	258	0.6%
Construction	1,818	5.7%	1,967	4.6%
Manufacturing	5,449	17.0%	5,167	12.0%
Wholesale Trade	1,159	3.6%	1,779	4.1%
Retail Trade	3,986	12.4%	4,632	10.8%
Transportation and Warehousing	2,682	8.4%	1,561	3.6%
Information	445	1.4%	664	1.5%
Finance and Insurance	648	2.0%	1,866	4.3%
Real Estate and Rental and Leasing	339	1.1%	493	1.1%
Professional, Scientific, and Technical Services	2,034	6.3%	2,117	4.9%
Management of Companies and Enterprises	1,039	3.2%	1,322	3.1%
Administration & Support, Waste Management and Remediation	1,646	5.1%	2,325	5.4%
Educational Services	3,519	11.0%	4,176	9.7%
Health Care and Social Assistance	2,174	6.8%	6,752	15.7%
Arts, Entertainment, and Recreation	635	2.0%	1,061	2.5%
Accommodation and Food Services	3,143	9.8%	3,792	8.8%
Other Services (excluding Public Administration)	735	2.3%	1,419	3.3%
Public Administration	502	1.6%	1,420	3.3%



The most prevalent jobs in the study area are in manufacturing, retail, educational services, and accommodations/food services. Residents and workers in the Grey Area generally have similar work characteristics; however, the largest number of residents (7,169) are employed in Health Care and Social Assistance, which is much greater than the available jobs (2,286) in the area.

Analysis of the relative size of employers revealed that the largest single employers are located in Morton, Mossville, and areas around the General Wayne A. Downing Peoria International Airport shown in **Figure 10**. According to **Figure 11**, job opportunities in the Grey Area are concentrated in Morton, Washington, Chillicothe, and Bartonville.

Figure 12 shows residential clusters appear in Morton, Washington, Creve Coeur, Chillicothe, and Bartonville.

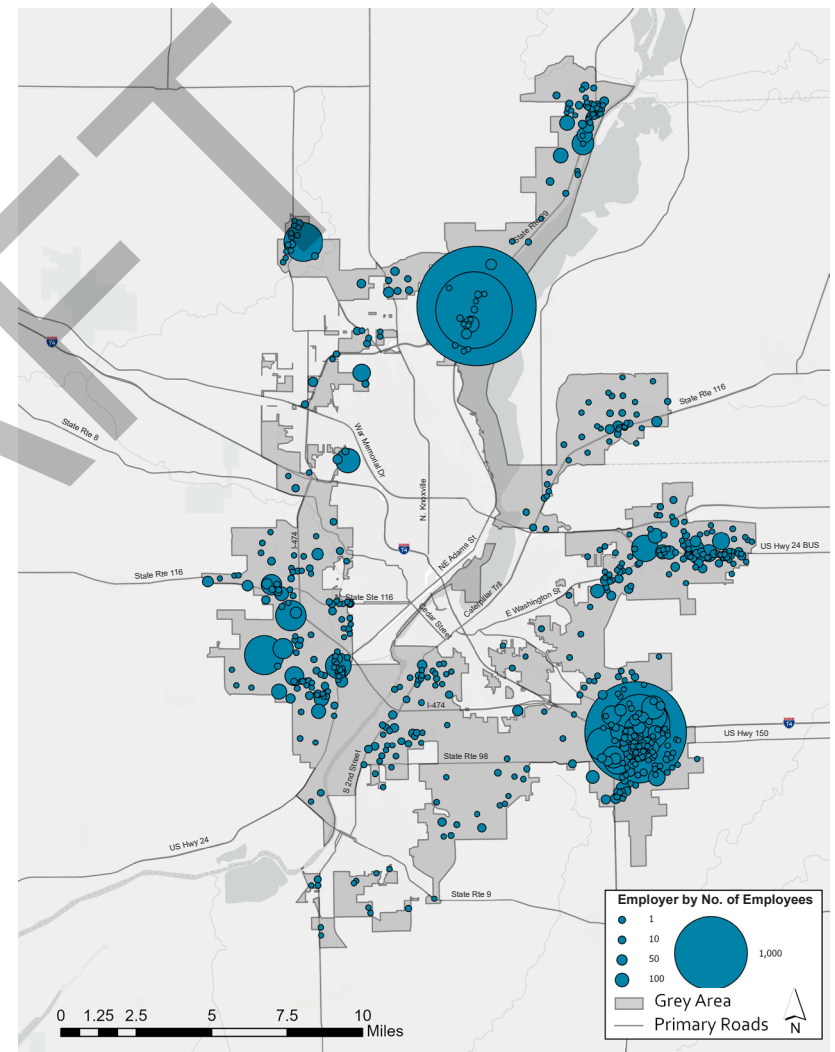


Figure 10: Employer Location by Size



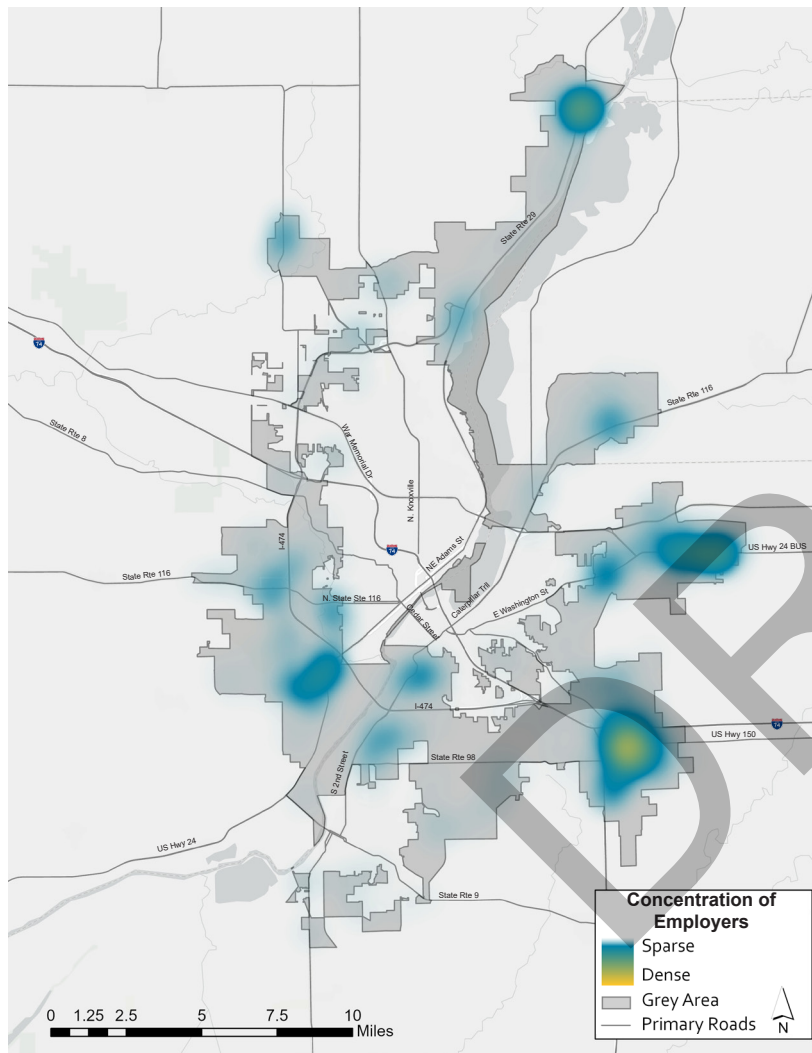


Figure 11: Concentration of Employment Opportunities

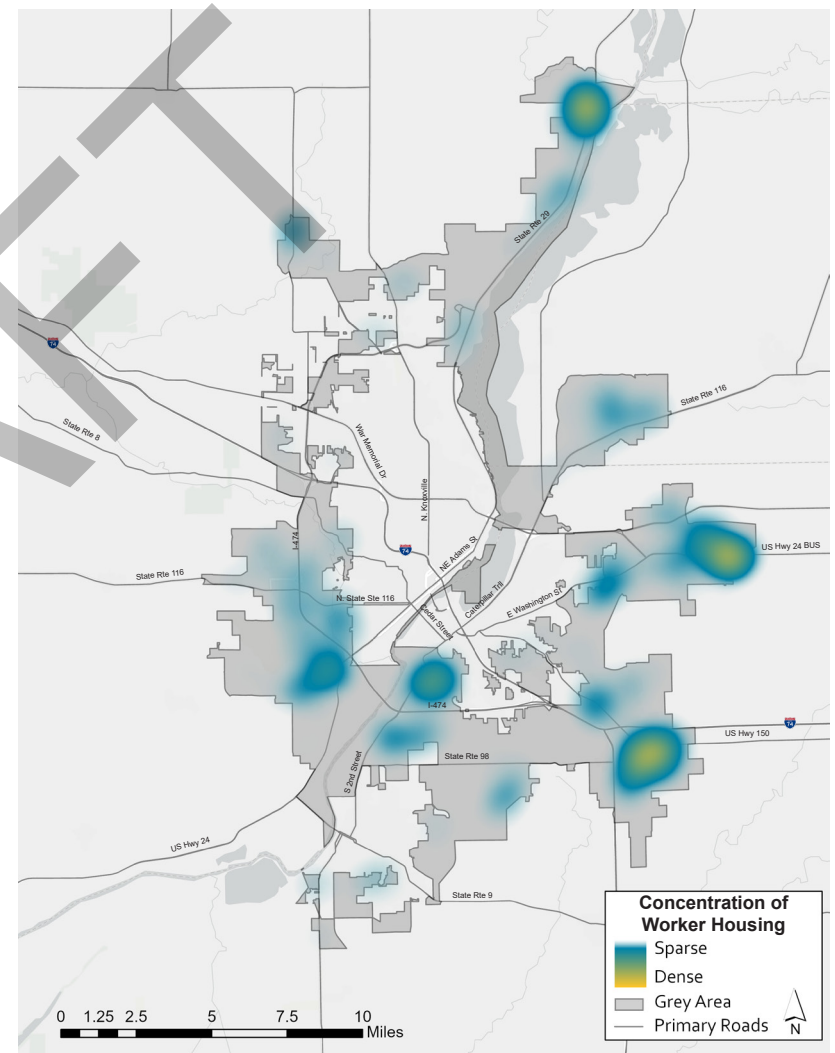


Figure 12: Concentration of Worker Housing



MAJOR TRIP GENERATORS

Shown in the following maps and their respective tables are major trip generators identified by the 2016 HSTP Region 5. This resource will be amended by the Grey Area Steering Committee during the planning process.

Table 16: Major Trip Generators - Medical (Non-Dialysis)

ID	Name	Address	County
1	Hopedale Medical Arts, Hopedale	107 Tremont Street, Hopedale, IL 61747	Tazewell
2	St. Francis Medical Center, Peoria	530 NE Glen Oak Ave, Peoria, IL 61637	Peoria
3	UnityPoint Health, Pekin	600 S. 13th Street, Pekin, IL 61554	Tazewell
4	Veterans Assistance Center, Peoria	3116 N. Dries Ln. #200, Peoria, IL 61604	Peoria
5	Tazwood Center for Wellness, Pekin	3248 Van De Ver Ave Ste A, Pekin IL 61554	Tazewell
6	OSF Rt 91 Peoria	8600 IL-91, Peoria IL 61615	Peoria
7	UnityPoint Health Methodist	221 NE Glen Oak Ave, Peoria, IL 61636	Peoria
8	IL Neurological Center, Peoria	530 NE Glen Oak Ave, Peoria, IL 61637	Peoria
9	Tazwood Center for Wellness, East Peoria	111 West Washington Street #230, East Peoria, IL 61611	Tazewell

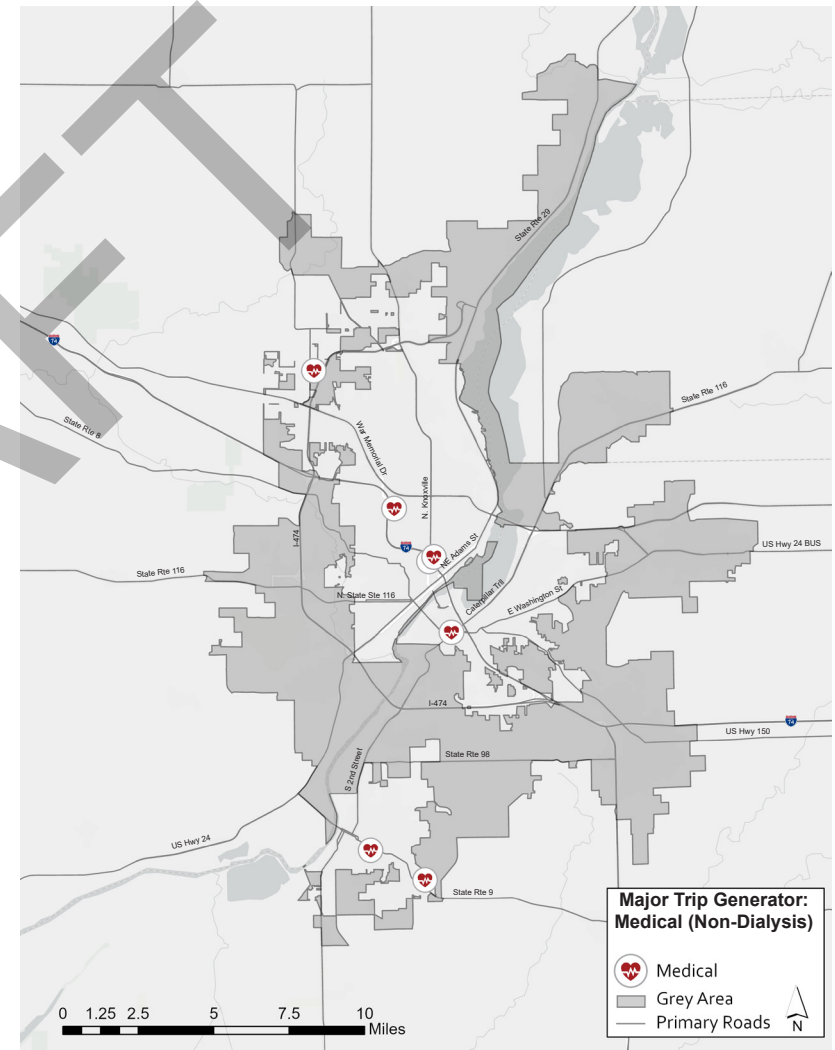


Figure 13: Major Trip Generators - Medical (Non-Dialysis)



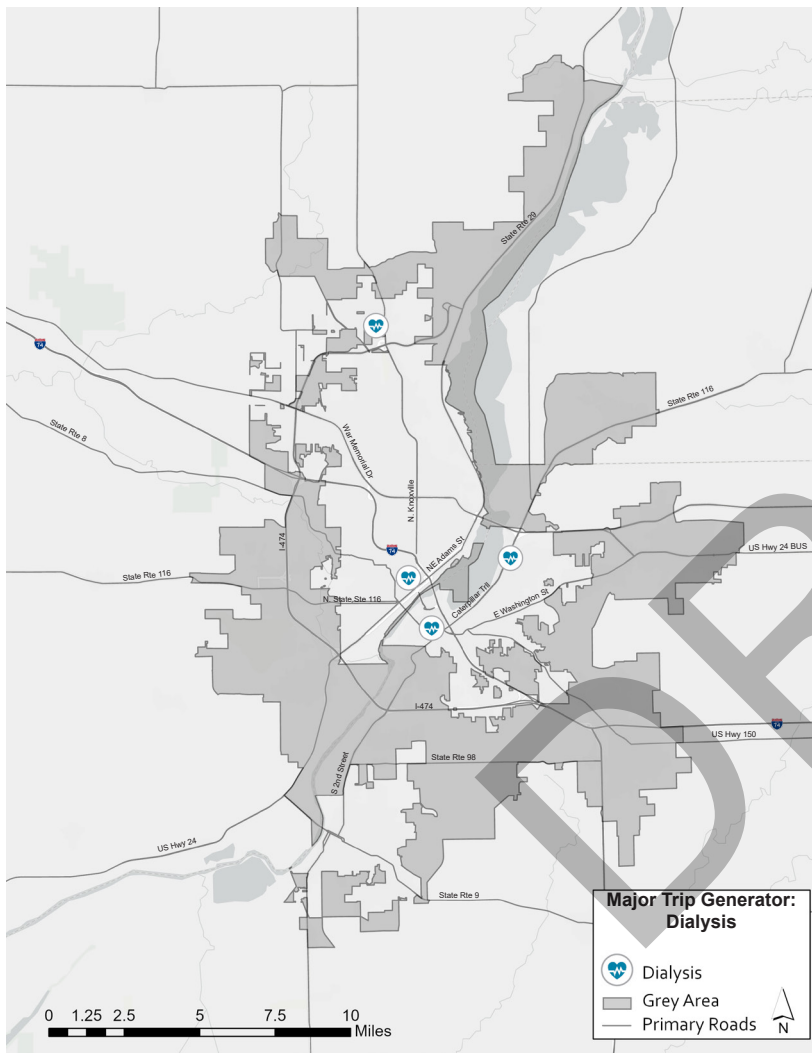


Figure 14: Major Trip Generators - Dialysis

Table 17: Table 16: Major Trip Generators - Dialysis

ID	Name	Address	County
1	East Peoria Dialysis, East Peoria	3300 N. Main Street, East Peoria, IL 61611	Tazewell
2	Fresenius, East Peoria	415 Richland St. East Peoria, IL 61611	Tazewell
3	Fresenius (North City), Peoria	10405 North Juliet Court, Peoria, IL 61615	Peoria
4	Fresenius (Downtown), Peoria	401 W. Romeo B. Garrett Ave, Peoria, IL 61605	Peoria



Table 18: Major Trip Generators - Employment/Education

ID	Name	Address	County
1	EPIC, Peoria	1913 W. Townline Rd. Peoria, IL 61615	Peoria
2	ICC North, Peoria	5407 N. University Street, Peoria, IL 61635	Peoria
3	Community Workshop and Training Center, Peoria	3215 N. University Street, Peoria, IL 61604	Peoria
	Caterpillar, Mossville	14009 N. Old Galena Rd., Mossville, IL 61552	Peoria
4	Peoria Production Shop, Peoria	2029 W. Townline Rd. Peoria IL 61615	Peoria
5	Peoria Regional Learning Center	3826 N. Taylor Rd. Hanna City, IL 61536	Peoria
6	Tazewell County Resource Center, Tremont	21310 IL-9, Tremont, IL 61568	Tazewell
7	Caterpillar, Morton	500 N. Morton Ave, Morton, IL 61550	Tazewell
8	ADDWC, Eureka*	200 Moody St. Eureka, IL 61530	Woodford
9	Busy Corner Restaurant, Goodfield	302 Eureka St. Goodfield, IL 61742	Tazewell
10	ICC	1 College Drive, East Peoria, IL 61635	Tazewell
11	Nestle	216 N Morton Ave, Morton, IL 61550	Tazewell
12	Morton Buildings	380 Erie Ave, Morton, IL 61550	Tazewell
13	Morton Industries	70 Commerce Dr, Morton, IL 61550	Tazewell
14	Matcor Metal Fabrication	1021 W Birchwood St	Tazewell

*Located beyond the map boundaries

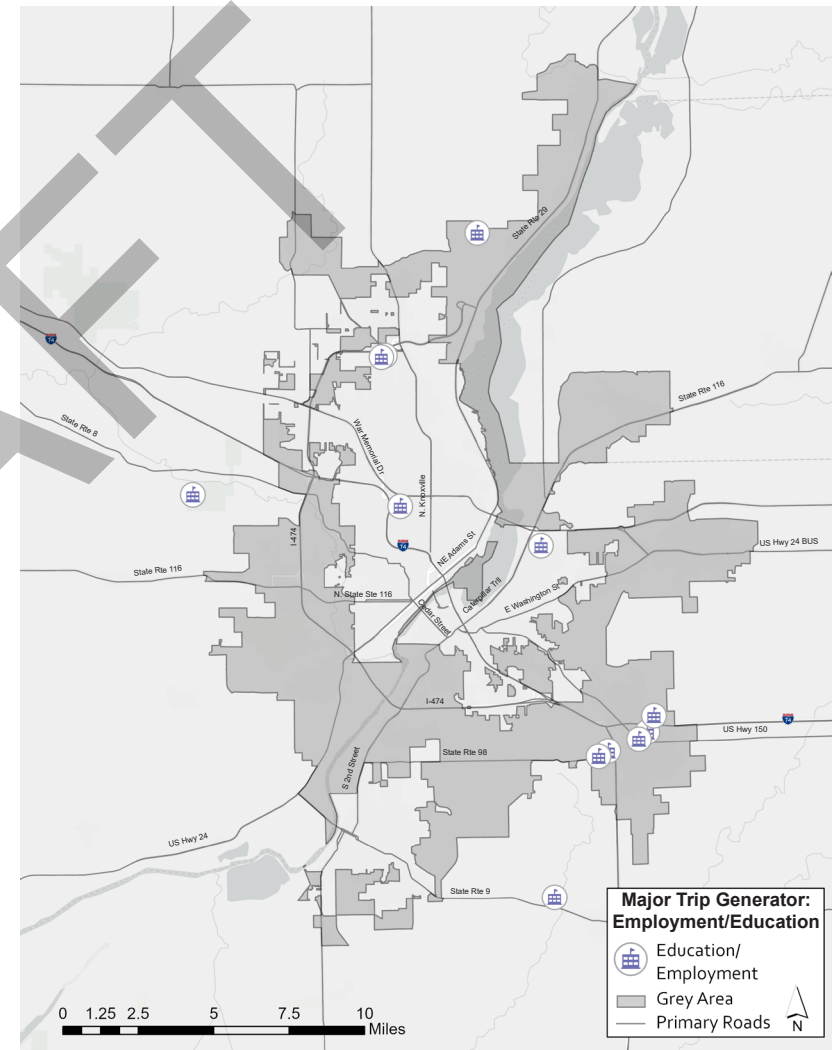


Figure 15: Major Trip Generators - Employment/Education



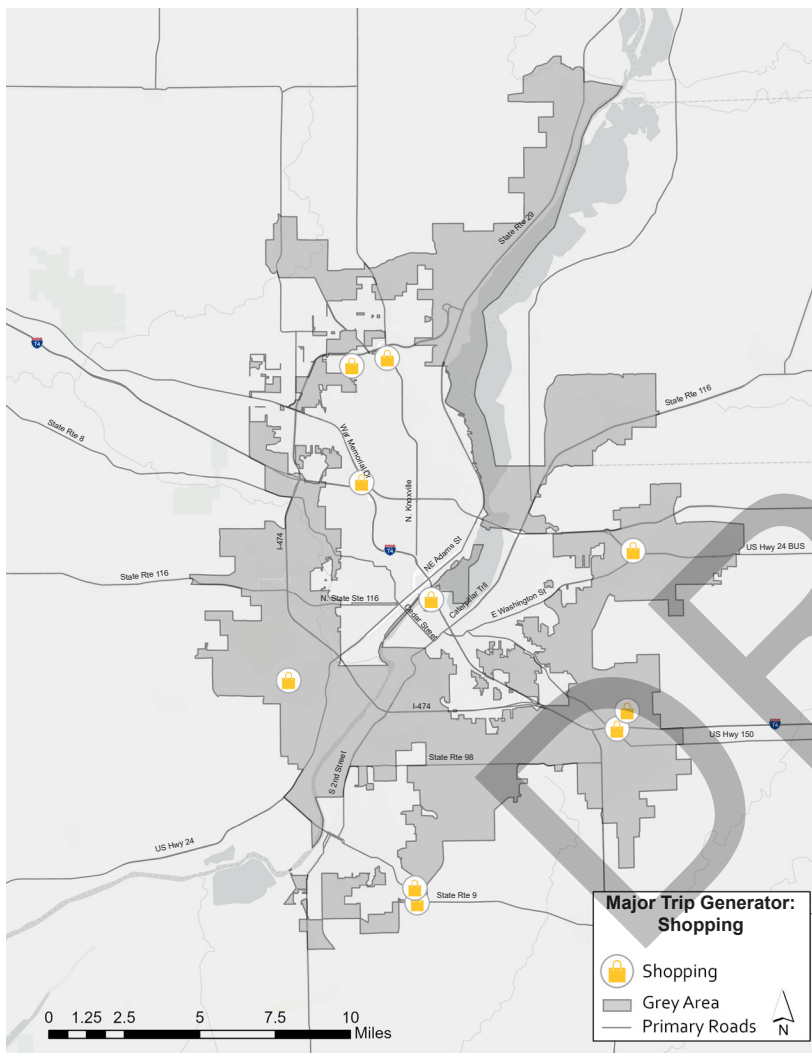


Figure 16: Major Trip Generators - Shopping

Table 19: Major Trip Generators - Shopping

ID	Name	Address	County
1	Northwoods Mall, Peoria	2200 W. War Memorial Drive	Peoria
2	Walmart (Allen Rd.) Peoria	8915 N. Allen Rd. Peoria IL 61615	Peoria
3	Kroger, Bartonville	1405 W. Garfield Ave, Bartonville, IL 61607	Peoria
4	OSF Senior World	719 N. William Kumpf Blvd #300, Peoria, IL 61605	Peoria
5	Walmart, East Peoria	401 River Road, East Peoria, IL 61611	Tazewell
6	Kroger, Peoria	9219 N. Lindbergh Dr. Peoria, IL 61615	Peoria
7	Kroger, Morton	1001 W. Jackson St., Morton, IL 61550	Tazewell
8	Walmart, Pekin	3320 Veterans Dr. Pekin, IL 61554	Tazewell
9	Aldi, Pekin	3475 Court St. Pekin, IL 61554	Tazewell
10	Walmart, Washington	1980 Freedom Pkwy, Washington, IL 61571	Tazewell
11	Walmart, Morton	155 E. Courtland St. Morton, IL 61550	Tazewell



Table 20: Major Trip Generators - Leisure/Recreation

ID	Name	Address	County
1	Pizza Ranch, Morton	903 W. Jackson St. Morton, IL 61550	Tazewell
2	Heart of Illinois Special Recreation Association, Peoria	8727 N. Pioneer Rd. Peoria IL, 61615	Peoria
3	Nail Professionals, Morton	1935 S. Main St. Morton, IL 61550	Tazewell
4	CityLink Transfer Center, Peoria	407 SW Adams St. Peoria, IL 61602	Peoria
5	Landmark Rec Center, Peoria	3225 N. Dries Ln, Peoria IL, 61604	Peoria
6	Riverplex, Peoria	600 Northeast Water St. Peoria IL 61603	Peoria
7	Super Nutrition Fitness Center, Bartonville	4503 W. Pfeiffer Rd. Bartonville, IL 61607	Peoria
8	Heart of Illinois Special Recreation Association, Peoria	8727 N. Pioneer Rd. Peoria IL, 61615	Peoria
9	OSF Senior World, Morton	730 W. Jefferson St. #200, Morton, IL 61550	Tazewell
10	OSF Senior World, Peoria	719 N. William Kumpf Blvd, ST. #300, Peoria, IL 61605	Peoria
11	Five Points, Washington	360 N Wilmor Rd, Washington, IL 61571	Tazewell

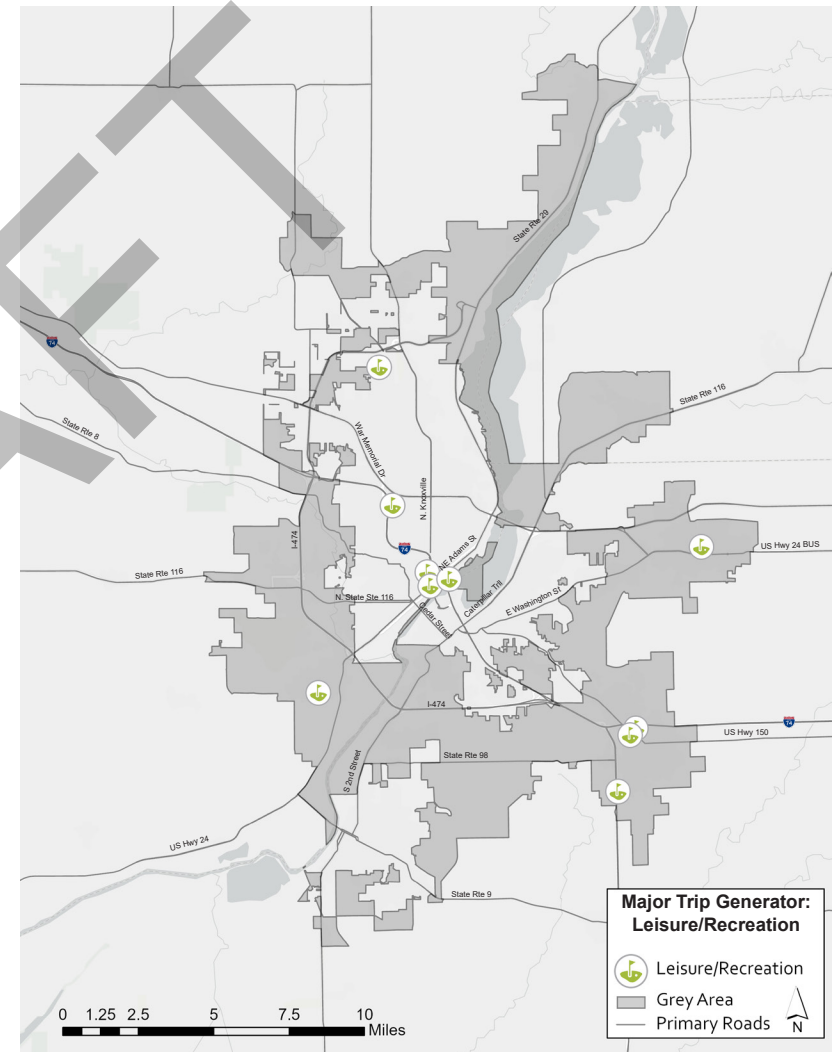


Figure 17: Major Trip Generators - Leisure/Recreation



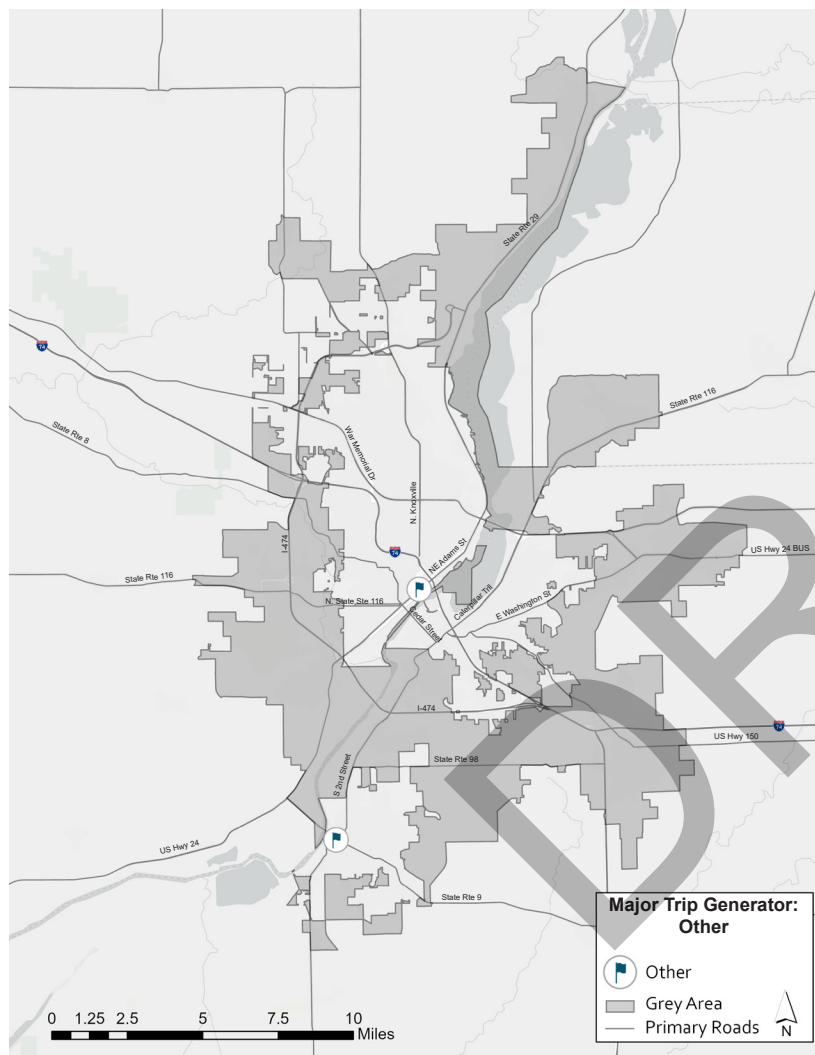


Figure 18: Major Trip Generators - Other

Table 21: Major Trip Generators - Other

ID	Name	Address	County
1	CityLink Transfer Center, Peoria	407 SW Adams St. Peoria, IL 61602	Peoria
2	Tazewell County Courthouse, Pekin	342 Court St. Pekin, IL 61554	Tazewell County
3	Woodford County Courthouse, Eureka*	115 N. Main Street, Eureka, IL 61530	Woodford

*Located beyond the map boundaries



A compilation of the location of all major trip generators is shown in **Figure 19**. Destinations are concentrated in Downtown Peoria, N. Allen Rd. in Northern Peoria, Morton, N. Sterling Ave. in Central Peoria, E. Court St. in Pekin, and Camp St. in East Peoria.

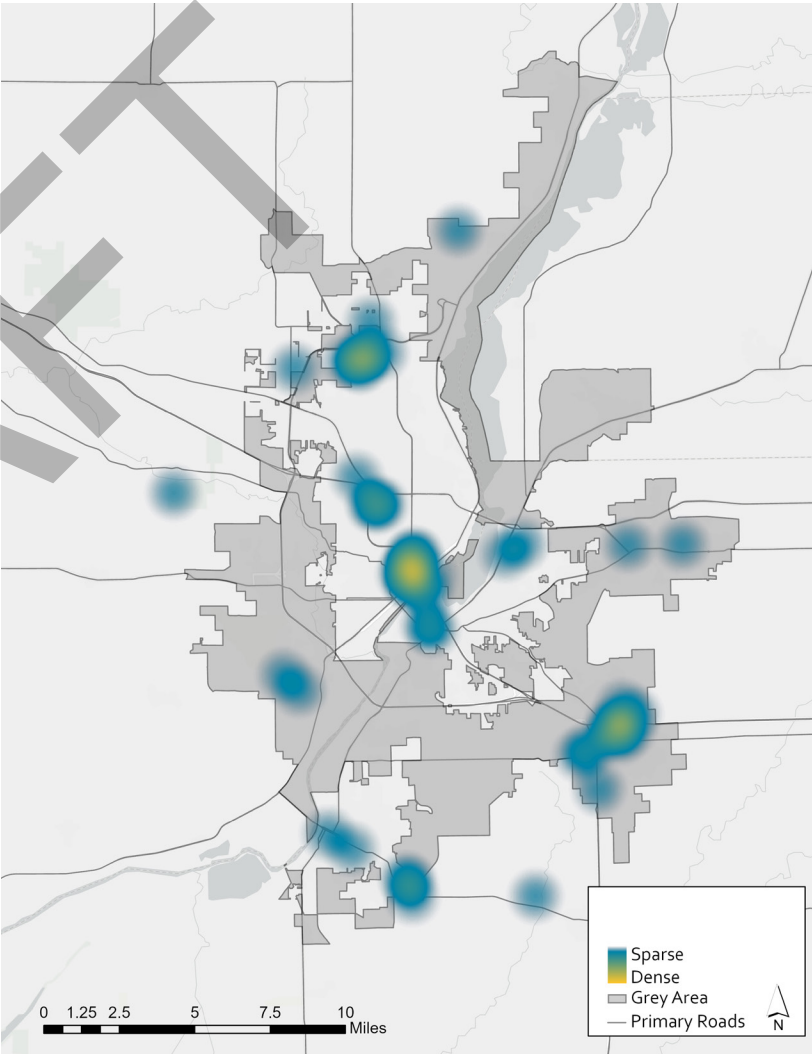


Figure 19: Concentration of Major Trip Generators

