

# Peoria/Pekin Urbanized Area Transportation Study 2010-2035 Long Range Transportation Plan

Produced by: Tri-County Regional Planning Commission





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# ABSTRACT

Fiscal Years 2010-2035

Adopted: March 3, 2010

The Long-Range Transportation Plan (LRTP) is prepared for the Peoria/Pekin Urbanized Area Transportation Study (PPUATS) every five years by the Tri-County Regional Planning Commission. The LRTP represents the programming of transportation improvements for the Peoria/Pekin Metropolitan Planning Area for the years 2010 to 2035.

The preparation of this report has been financed by the US Department of Transportation and the Illinois Department of Transportation.

Prepared By

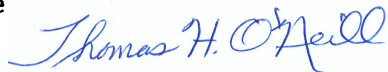
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# ANNUAL MPO CERTIFICATION

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the Tri-County Regional Planning Commission (Metropolitan Planning Organization for the Peoria-Pekin Urbanized Area) hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

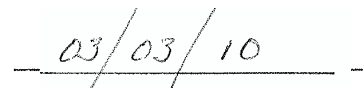
- 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; Executive Order 13166(Limited English Proficiency) and Executive Order 12898(Environmental Justice);
- 49 U.S.C. 5332, Section 324 of title 23 U.S.C. and the Older Americans Act(as amended 42 U.S.C. 6101) prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973(29 U.S.C. 794) regarding discrimination against individuals with disabilities.

MPO signature



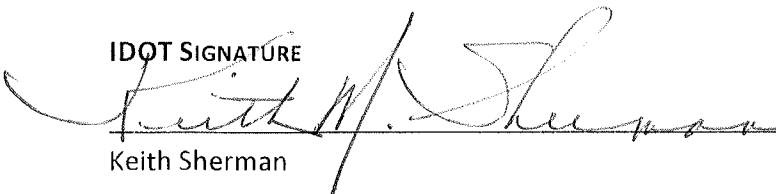
Thomas O'Neill

Policy Committee chair



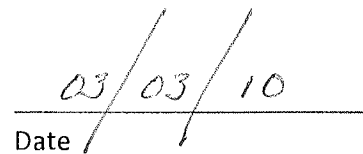
Date

IDOT SIGNATURE



Keith Sherman

Bureau Chief of Planning and Programming, IDOT



Date

# PPUATS COMMITTEE MEMBERS

## PPUATS Policy Committee

Peoria County (3) - Phil Salzer, Brad Harding, **Thomas O'Neill**

Tazewell County (2) – Greg Sinn (Larry Koch), Mel Stanford

Woodford County – Pete Lambie

City of Peoria (2) – Jim Ardis, David Barber

City of Pekin – Rusty Dunn, (Dennis Kief)

City of East Peoria - Dave Mingus, (Ty Livingston)

City of Washington - Gary Manier, (Robert Morris)

Village of Bartonville – Rhonda Wolfe, (Lori Stenzel)

Village of West Peoria – James Dillon, (John Carlson)

Village of Morton – Norm Durflinger, (Ginger Herman)

Village of Peoria Heights – Mark Allen, (Matt Fick)

Village of Creve Coeur – Wayne Baker, (Eugene Talbot)

City Link- Sharon McBride, (Tom Lucek)

IDOT- District 4- Eric Therkildsen (Maureen Addis)

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Peoria County (3) – Thomas McFarland, Amy Benecke-McLaren, Jeff Gilles

Tazewell County (2) – John Anderson, Dan Parr

Woodford County – Dennis Bachman

City of Peoria (2) – Jeff Smith, Nick Stoffer

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City of Washington – Ken Newman, (Jon Oliphant)

Village of Bartonville – Patrick Meyer

Village of West Peoria – Henry Strube Jr., (Alicia Hermann)

Village of Morton – Robert Wraight

Village of Peoria Heights – Jeff Hermann

Village of Creve Coeur – Frank Thatcher, (Alicia Hermann)

City Link - John Stokowski, (Joe Alexander)

IDOT- District 4- Maureen Addis (Eric Therkildsen)

Tri-County Regional Planning Commission - Terry Kohlbus

Non-Voting Members:

Metropolitan Airport Authority of Peoria – Gene Olson

Heart of Illinois Regional Port District – Steve Jaeger, (Maureen McNamara)

**Bold** – Chair

( ) Alternate

# BACKGROUND

## Purpose of the LRTP

The Long Range Transportation Plan (LRTP) is a document that details how the tri-county area transportation system should evolve. By federal law, the LRTP considers a time span of 20-25 years and can include only those projects or improvements for which there is sufficient funding based on reasonable forecasts.

The Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) serve as the oversight authority; ensuring compliance with Title 23 of the Code of Federal Regulations, Subsection 23 CFR 450.332(c). Federal law requires that the LRTP be updated every five years in order for communities in urbanized areas to receive federal and state funding for transportation projects. According to United States Code (USC) Title 23 Section 134, the LRTP must at minimum contain the following:

- An identification of transportation facilities (including but not necessarily limited to major roadways, transit, and multimodal and intermodal facilities that should function as an integrated metropolitan transportation system), giving emphasis to those facilities that serve important national and regional transportation functions.
- An identification of transportation facilities that make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.
- A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.
- An assessment of capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities.

The first comprehensive LRTP was developed and adopted in the late 1960s. Although the plan has been updated several times over the last four decades, the basic foundations of the LRTP remain valid and accepted today. By law, the LRTP must be comprehensively updated, adopted, and republished every five years. Regardless of what Federal law requires, sound planning practice dictates that any major plan, such as the LRTP, should be reviewed and updated within a similar timeframe.

The FY 2010-2035 LRTP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process within the Peoria/Pekin Metropolitan Planning Area. All improvements listed in the LRTP are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers.

A companion document to the Long Range Transportation Plan is the Transportation Improvement Program (TIP). The TIP proposes expenditures using federal dollars for transportation improvements scheduled for the next four years. The listing includes all transportation projects proposed within the urbanized area. The listing establishes priorities and is financially constrained (i.e., a project can only be included if there is a reasonable expectation of sufficient funding for its completion). The TIP is updated annually.

### **The Eight Planning Factors**

The Long Range Transportation Plan must include the following eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

### **Metropolitan Planning Organization**

A Metropolitan Planning Organization (MPO) is a regional transportation decision-making body, which the federal government requires for metropolitan areas of 50,000 people or more. MPOs are responsible for determining how federal transportation funds are to be used. Every transportation improvement receiving federal funds must be approved by the MPO.

The federal law that guides the activities of the MPO is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its predecessors the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation and Efficiency Act (ISTEA).

The MPO is responsible for the following aspects of the transportation planning process:

- To design and set goals and objectives of the planning process and the long range transportation plan;
- To give advice regarding development in the study area;
- To review and advise on proposed changes in transportation planning concepts;
- To serve as a liaison between governmental units in the study area;
- To obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the transportation plan.

### **Peoria-Pekin Urbanized Area Transportation Study**

The Tri-County Regional Planning Commission (TCRPC) has been designated the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Metropolitan Planning Area by the Governor of the State of Illinois.

TCRPC has delegated its duties to the Peoria/Pekin Urbanized Area Transportation Study (PPUATS). In turn, PPUATS serves as an advisory board to TCRPC on all transportation matters. Representation on PPUATS is drawn from elected officials and staff of local municipalities and counties, along with the General Wayne A. Downing Peoria International Airport, the Greater Peoria Mass Transit District, the Heart of Illinois Regional Port District, the Illinois Department of Transportation, and the Federal Highway Administration.

Two committees make up PPUATS; a Policy Committee and a Technical Committee.

Elected officials representing their respective communities serve on the PPUATS Policy Committee. The Policy Committee role is to determine transportation policy within the framework of the urban transportation planning process. The Policy Committee is mandated to vote on the Technical Committee recommendations.

The PPUATS Technical Committee is made up of individuals appointed by their respective PPUATS jurisdiction. Most of the individuals are public works and/or engineering staff. Throughout the year the Technical Committee reviews and recommends planning policies and measures to the Policy Committee.

As the MPO, TCRPC has review authority over PPUATS, and may request that both committees further consider and act upon controversial decisions.

PPUATS is funded by federal transportation planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The funds require a 20% local match, which is supplied by the PPUATS Members. To ensure that all the funds are well managed and that planning activities are completed in accordance with federal and state

guidelines, the state has entered into an agreement with the MPO and the agencies represented by the MPO to coordinate the planning process.

### **Planning Area**

The full jurisdictional area of PPUATS is the Metropolitan Planning Area (MA). To understand what land and jurisdictions are included in the MA, two additional designated areas must be explained: the “Urbanized Area” and the “Adjusted Urbanized Area”.

The Urbanized Area (UA) is defined by the US Census Bureau in accordance with strict population density criteria. Generally speaking, urbanized areas must have a minimum of 50,000 persons living in contiguous dense settlement patterns. In general, the core of an UA must be comprised of census block groups or blocks that have a population of at least 1,000 persons per square mile. Other blocks with a minimum of 500 persons per square mile can be added if they are within a defined proximity to the core area. For the 2010-2035 LRTP, population data from the 2000 US Census was used.

PPUATS must adjust the UA for planning purposes and to further forecast a Metropolitan Planning Area.

For transportation planning purposes, the Adjusted Urbanized Area includes all of the UA, plus other small areas necessary to round-off the jagged or sometimes irregular boundaries of the UA. In addition, the Adjusted Urbanized Area includes lands that are highly likely to be developed within the next five years, and other abutting or nearby developed lands. The Adjusted Urbanized Area is used primarily to determine which roadways are eligible for federal “urban” and “rural” funding assistance (but does not affect the total amount of federal assistance available). The most recent Adjusted Urbanized Area for PPUATS was adopted by the Tri-County Regional Planning Commission in May 2003.

The Metropolitan Planning Area (MA) is similarly determined by PPUATS. The MA is the area that is expected to be urbanized in the next 20-25 Years. It can be as large as the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Census Bureau. Any use of federal funds for transportation purposes within the MA must be identified in the LRTP.

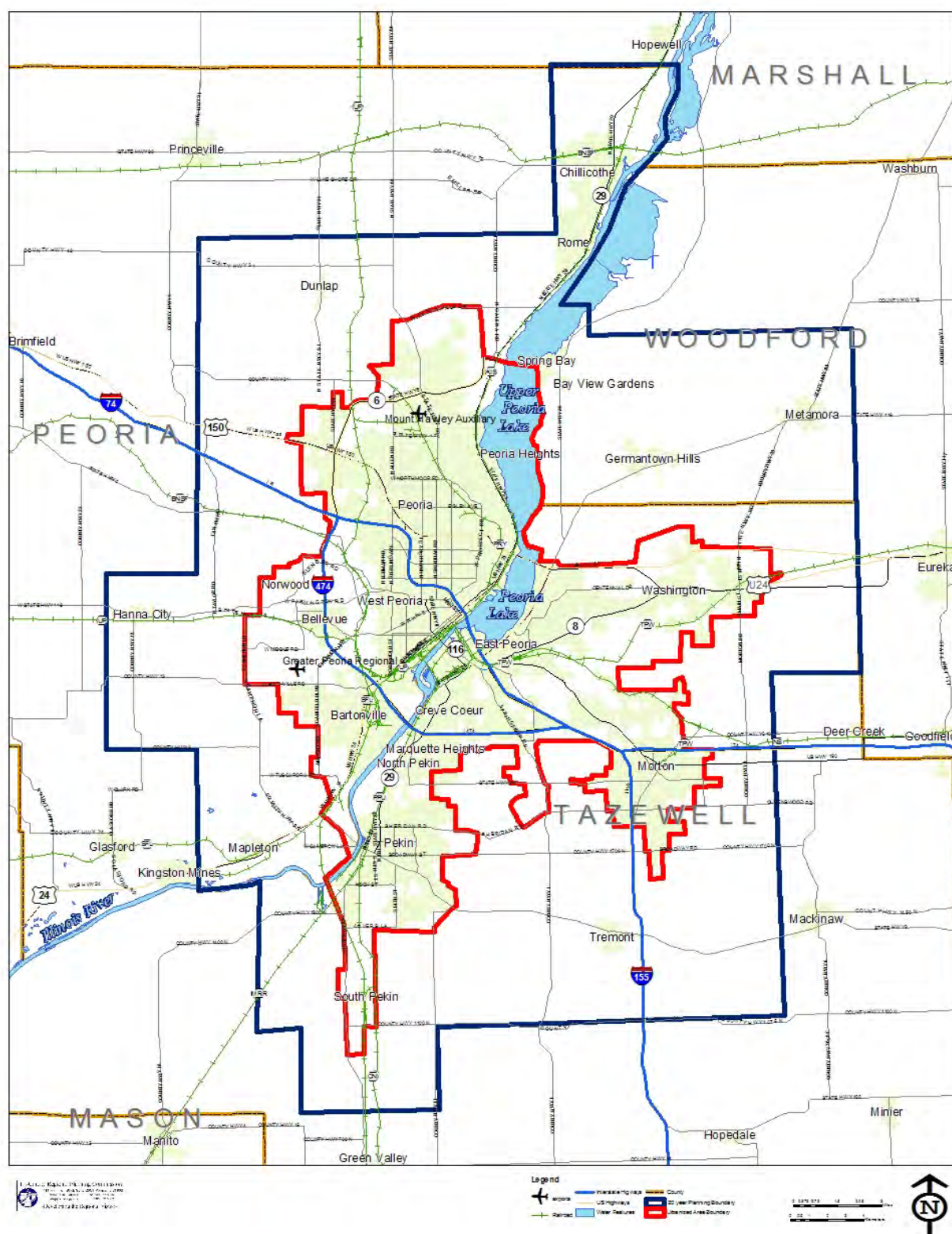
For the FY 2005-2030 LRTP, the jurisdictions listed in Table 1 are within the Metropolitan Planning Area:

Table 1: Jurisdictions within Metropolitan Planning Area.

<b>PEORIA COUNTY</b>	<b>TAZEWELL COUNTY</b>	<b>WOODFORD COUNTY</b>
Bartonville	East Peoria	Bayview Gardens
Bellevue	Creve Coeur	Germantown Hills
Chillicothe	Marquette Heights	Metamora
Dunlap	Morton	Spring Bay
Hanna City	North Pekin	
Mapleton	Pekin	
Norwood	South Pekin	
Peoria	Pekin	
Peoria Heights	Washington	
West Peoria		

Map 1 on the following page shows the boundaries of the Adjusted Urbanized Area and the Metropolitan Planning Area. The blue line is the Metropolitan Planning Area (MA) and the red line is the urbanized area (UA).

Map 1: Boundaries of the Adjusted Urbanized Area and the Metropolitan Planning Area.



## **Public Participation**

A proactive public participation process is critical to the transportation planning process and to the development and implementation of the Long-Range Transportation Plan. To achieve successful public participation, PPUATS works toward the following four primary Public Participation Goals:

- The public will be involved early and continually in the planning process.
- All citizens and transportation stakeholders will be given opportunities to participate.
- The public and transportation stakeholders will be provided with clear, timely, and accurate information.
- The public participation process will be flexible. Several techniques will be employed and/or combined to accommodate varying circumstances.

To the extent possible, PPUATS puts actual copies of all documents and information in the hands of the public. The Draft LRTPs are specifically distributed to 39 Public Review Sites located throughout the Peoria Area for public review. Extra copies of the Draft LRTPs are available for the public review at Tri-County Regional Planning Commission. Draft LRTPs can also be mailed to individuals and/or organizations by request.

Public Notices announcing the review of the Long Range Transportation Plan are published in both the Peoria Journal Star and Pekin Daily Times for three days. The public review period is 30 days. PPUATS' 39 Public Review Sites are accessible by the area's minority and low-income populations, and are accessible by mass transit in particular South Side Mission, Urban League, Friendship House, CityLink, Peoria Housing Authority, Tri-County Regional Planning Commission, Peoria Public Library, and IDOT District 4.

During the 30-day public review period, a minimum of three Public Hearings are held. All Public Hearing locations are selected with appreciation of the need to accommodate persons with disabilities. Verbal comments and written submissions presented at the Public Hearings are generally responded to immediately or the topic is continued for later response. Minutes are compiled for all Public Hearings, where public comments and responses are recorded therein.

However, if an individual and/or organization would like more time given to address a specific item in the Draft LRTP, it is recommended that the individual and/or organization contact TRCPC at least two weeks ahead of the scheduled PPUATS hearing at which they would like to speak. Time will then be afforded on the Agenda at the meeting for their attention.

PPUATS accepts input and comments from the public through a variety of means:

Members of the public may make comments by calling the Tri-County Regional Planning Commission at (309) 673-9330;

Written comments may be:

1. Faxed to TCRPC at: (309) 673-9802;
2. E-mailed to: [info@tricountyrpc.org](mailto:info@tricountyrpc.org); or
3. Mailed to:

**TCRPC**  
**Attn: Transportation Planner**  
**211 Fulton St., Suite 207**  
**Peoria, IL 61602**

Also in an effort to boost community participation, four subcommittees focusing on economic development, balanced growth, green infrastructure, and public infrastructure were formed from local community groups and professionals. These subcommittees formulate goals and objectives to guide the transportation planning process.

A Transportation Symposium is an event held by Tri-County Regional Planning Commission and PPUATS in conjunction with the development of the long range transportation plans. The symposium is a public meeting where community members prioritize transportation projects. The Transportation Symposium for the 2010 – 2035 Long Range Transportation Plan was held at Five Points Washington on November 16, 2009 and was attended by PPUATS members and citizens from the economic development, natural resource, land use, and transportation communities. Results of the symposium lend a prioritization of regional projects.

For more information on the Public Participation Plan, see the document entitled “Peoria/Pekin (IL) Urbanized Area Transportation Study Public Participation Plan”, last updated in May 2007. This document can be viewed at the offices of Tri-County Regional Planning Commission or on the TCRPC website at [www.tricountyrpc.org](http://www.tricountyrpc.org).

### **Methodology**

The Long Range Transportation Plan is developed in a thoughtful and comprehensive manner. The development process takes many months and the input of many persons. The first step in developing the 2010-2035 LRTP was the incorporation of an integrated planning project entitled, ***“Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects”***, funded, in part, by a grant from the Federal Highway Administration (FHWA). FHWA awarded the project to Tri-County Regional Planning Commission in 2008. The

purpose of the project is to integrate the region's individual transportation, land use and environmental plans into a singular, coordinated Regional Plan.

The objectives of the project are:

1. To build and strengthen collaborative partnerships utilizing a steering committee involving representatives and stakeholders from each functional area of the plan, as well as representatives from local units of government, regional organizations and relevant State departments.
2. To identify additional management plans applicable to transportation, land use and/or ecosystems in the region.
3. To use Geographic Information Systems for identification and analysis.
4. To assess potential short- and long-term inter-related effects and relationships between the transportation system, ecosystem, and land use.

As part of the project, a Regional Steering Committee was established. The Steering Committee includes representatives from municipal agencies including public works and highway departments, planning and zoning, economic development, natural resource agencies, elected officials, Port District, and the Illinois Department of Transportation. The Steering Committee identified five themes as mutual priorities for the region's future. They are:

1. Balanced Growth
2. Economic Development
3. Environmental Stewardship
4. Public Infrastructure
5. Agriculture Preservation

The chapters of this long range transportation plan were created to reflect the Regional Themes identified by the Steering Committee. The following four subcommittees were created based on these Regional Themes to develop this Long Range Transportation Plan: Land Use, Economic Development, Green Infrastructure, and Public Infrastructure. Below is a list of the stakeholders who make-up the subcommittee members.

#### Land Use

Ross Black, City of Peoria

Jon Oliphant, City of Washington

Matt Wahl, Peoria County  
Roger Spangler, Village of Morton  
John Hamann, Woodford County  
Ty Livingston, City of East Peoria

#### Economic Development

Peoria Area Chamber of Commerce – Transportation Committee  
Economic Development Council for Central Illinois – Freight Logistics Strategy Group  
Gen. Wayne A. Downing Peoria International Airport  
Russ Crawford, Caterpillar  
Roberta Parks, Peoria Chamber  
Steve Jaeger, Heart of Illinois Regional Port District  
Amy Benecke-McLaren, Peoria County  
CityLink  
G&D Integrated

#### Green Infrastructure

Michelle Simone, Illinois Department of Natural Resources  
Don Cavi, Peoria County Health Department  
Maury Brucker, Peoria Audubon Society  
Rudy Habben, Heart of Illinois Sierra Club  
Bob Jorgensen, Heart of Illinois Sierra Club, East Peoria Green Team  
Debra Roe, Natural Resources and Your Development Taskforce, Christopher Burke Engineering  
Mike Miller, Peoria Park District  
Lori Wolff, East Peoria Green Team  
Byron Paulson, Illinois Department of Natural Resources  
David Pittman, Heart of Illinois Sierra Club

#### Public Infrastructure

Matt Wahl, Peoria County  
Tim Leach, Greater Peoria Sanitary District  
Michael Guerra, City of Pekin  
Amy Benecke-McLaren, Peoria County Highway Department  
Randall Laninga, IDOT  
Mike Rucker, Recreation Trail Advocates/Illinois Valley Striders  
Roger John, Trails & Greenways Committee  
Jeff Smith, City of Peoria  
John Hamann, Woodford County Zoning

## **Principles, Goals and Performance Measures**

The individual subcommittees meet to develop goals and objectives for their specific theme based on the principles set by the Federal Highway Administration. These are then used to generate performance measures and determine transportation priorities.

- Principles are fundamental concepts necessary for an effective urban transportation system. Principles are based on the eight planning factors promulgated by the Federal Highway Administration (FHWA).
- Goals are long range aims of the plan. Goals are broad and abstract.
- Performance Measures are specific objectives that necessitate actions to meet a goal. Performance Measures are more precise and tangible.

## **Project Identification**

Members of the Peoria-Pekin Urbanized Transportation Study (PPUATS) submit projects for their respective jurisdictions. Projects are also identified by other stakeholders, such as the Tri-County Chambers of Commerce. Individual projects are matched with the principles to determine compliance with the eight planning factors. Project selection is further based on anticipated available funding, public demand, and existing plans from local agencies.

## **Travel Demand Modeling**

Travel Demand Modeling (TDM) is used to evaluate existing traffic conditions and forecast future conditions for cars and transit based on existing transportation system conditions and other input factors. The model helps determine future transportation needs based on estimated future traffic volumes given scenarios that staff inputs.

## **Budget**

By Federal law, the LRTP must be financially constrained, meaning transportation projects must have reasonably guaranteed funding sources for them to be included in the LRTP projects list.

Specifically:

*The LRTP must include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.*

# THEME: PUBLIC INFRASTRUCTURE

Planning Principle: Increase the safety of the transportation system for motorized and nonmotorized users.

## Public Infrastructure Safety Goals & Objectives

- Educate citizens on proper road sharing techniques to accommodate all transportation modes.
- Create a transportation system that accommodates alternative modes in addition to the automobile.
  - Provide infrastructure to allow for pedestrian travel.
  - Develop a bicycle network that connects the entire region.
  - Establish a bicycle network that allows connections between major residential, employment, and shopping areas.
  - Establish a bicycle network that allows for recreational bicycle use.
  - Include bicycle accommodations along high volume roadways such as collector streets and highways.
  - Include bicycle accommodations along arterial roadways in rural areas.
- Revise road design standards and development standards where necessary to allow for the use of alternative transportation modes.
  - Revise right-of-way standards to allow for pedestrian and bicycle accommodations to be established.
  - Revise street width standards to allow for pedestrian and bicycle accommodations to be established.
- Retrofit existing areas with bicycle and pedestrian accommodations where feasible.
- Accommodate alternative modes in commercial areas by requiring new commercial developments to include bike racks for bicycle parking.
- Assure that bicycle and pedestrian accommodations are safe and efficient
  - Encourage connectivity between neighborhoods and subdivisions with sidewalks and/or trails.
  - Provide bike paths along major streets so people can use them to access places of employment.
  - Require all new subdivisions in the urban area to have sidewalks.
  - Increase pedestrian safety by continuing to maintain and expand street lighting and sidewalk systems in all areas.

- Increase pedestrian safety by improving intersection markings and signage in areas with high pedestrian volumes.
- Establish a sidewalk system that provides safe routes to schools in all new neighborhood developments as well as retrofitting existing neighborhoods
- Provide a safe transportation system
  - Reduce the number and severity of pedestrian, bicycle, and vehicular crashes in order to increase safety.
  - Reduce the number of modal conflicts (i.e. grade crossings, pedestrian-bicycle, automobile-pedestrian, bus-bicycle, etc).
  - Implement the finding of the Tri-County Region Highway Safety Plan
  - Encourage local jurisdictions to apply for Highway Safety Improvement Program funds and the High Risk Rural Roads Program funds.
  - Provide education to the region's youth on safe driving.

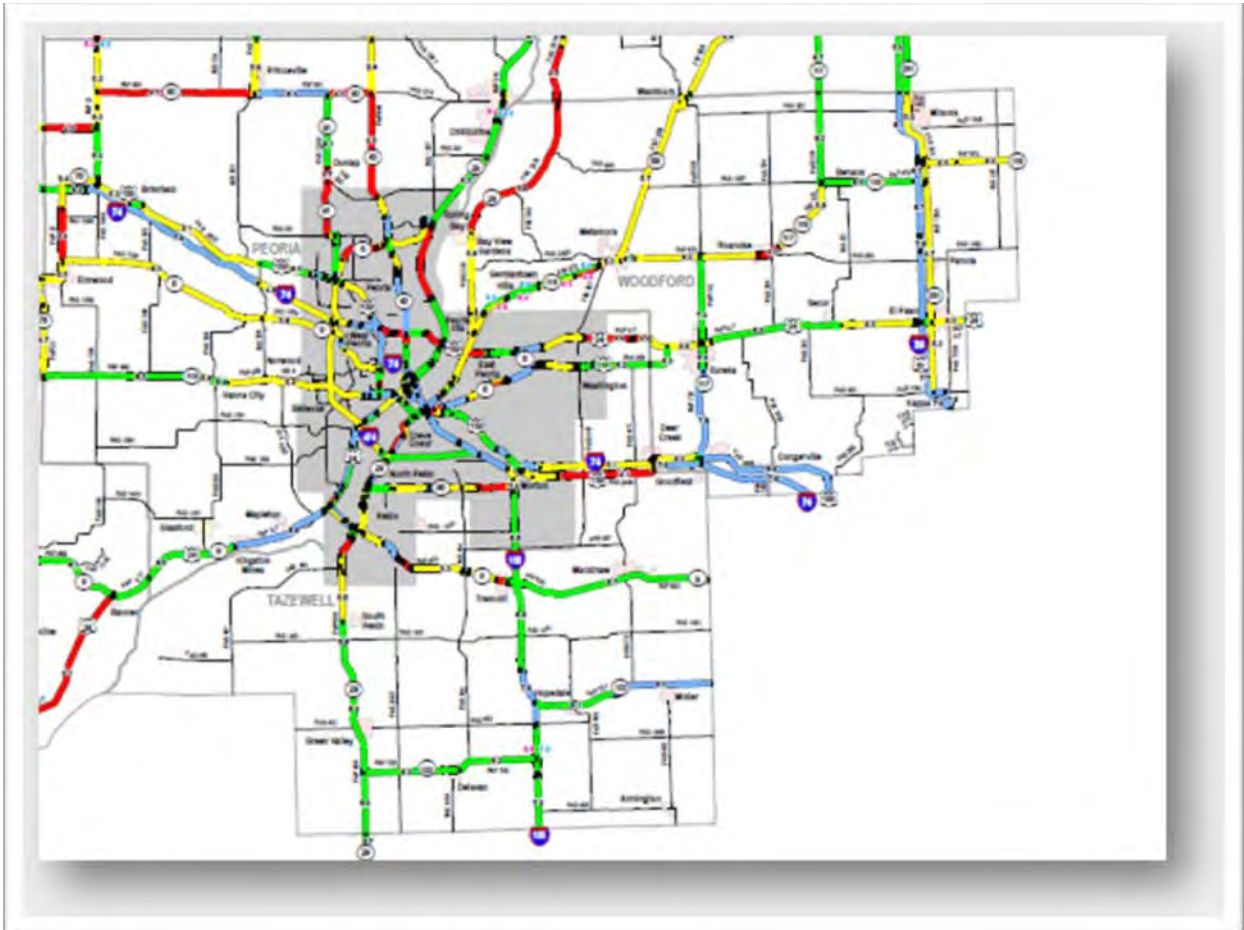
## **Public Infrastructure Safety Data**

### *Pavement Conditions*

One way to measure the safety of the public infrastructure is to evaluate the condition of the pavement. Pavement Conditions in the Tri-County Region are rated on scale from 1 to 9. Map 2 on the following page displays the major state owned and maintained roads and the pavement condition as of November of 2008; 1 to 4.5 = Poor (Red), 4.6 to 6 = Fair (Yellow), 6.1 to 7.5 = Good (Green), and 7.6 to 9.0 = Excellent (Blue). The majority of the roads in the urbanized area are in fair condition or better.

Source: IDOT District 4 IRIS Marked Route System

Map 2: Pavement Conditions of State-Owned Roads.

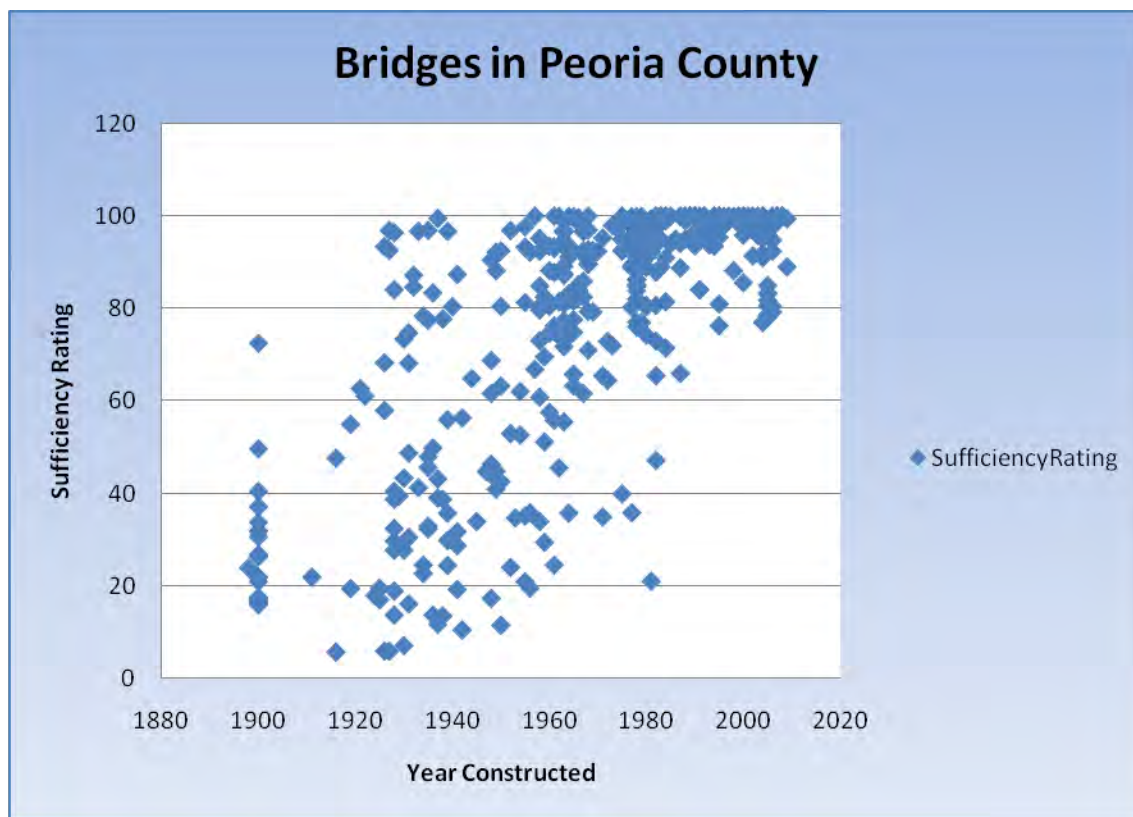


Also, it is important that the pavement be in good condition as it can have impacts on economic development. Generally, there will be a greater number commercial type businesses where the pavement is in good condition, as it will be more conducive for consumers to access these businesses. Thus, as development occurs the developers are required to make the necessary improvements to the roadway system.

## Bridge Conditions

For further safety evaluations, The Illinois Department of Transportation has established a *Structure Information Management System* to maintain the data collected from the annual inspections. The inspection process evaluates many factors of the structure's condition and ultimately the inspector gives it a sufficiency rating from 1-100; 100 being the best possible score. Typically, if a structure has a rating of 50 or below it is eligible for federal funds for reconstruction or repairs. The average rating of all of these bridges in the Tri County region is an 84; with approximately 1,320 bridge structures.

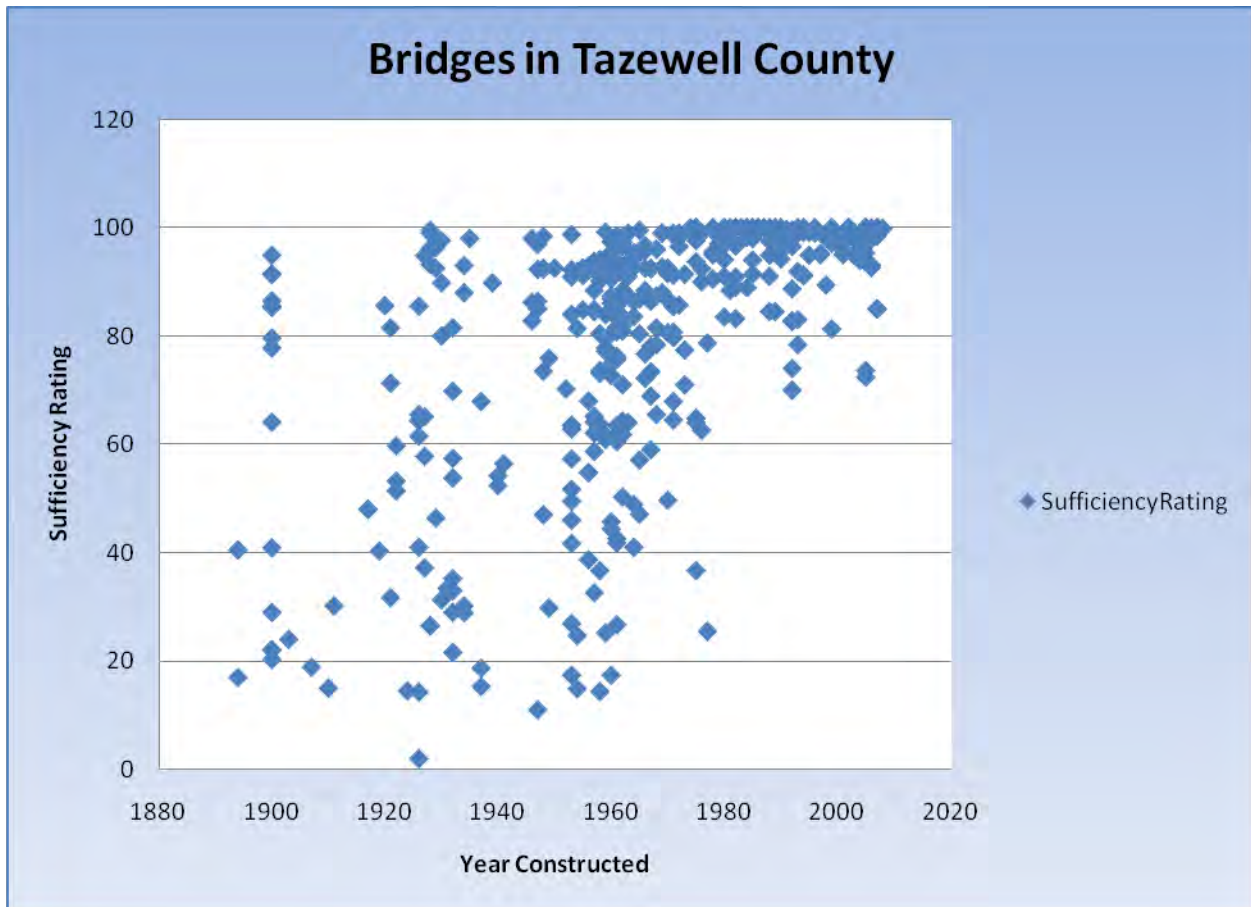
Chart 1: Bridges in Peoria County.



There are 436 bridges in Peoria County; these structures have a total Average Daily Trips (ADT) of approximately, 2,055,000 and an average ADT of 4,713 per structure. The chart above shows the sufficiency rating, compared to the year it was constructed in Peoria County. The average rating is 77.

Source: [www.illinois.dot.gov](http://www.illinois.dot.gov)

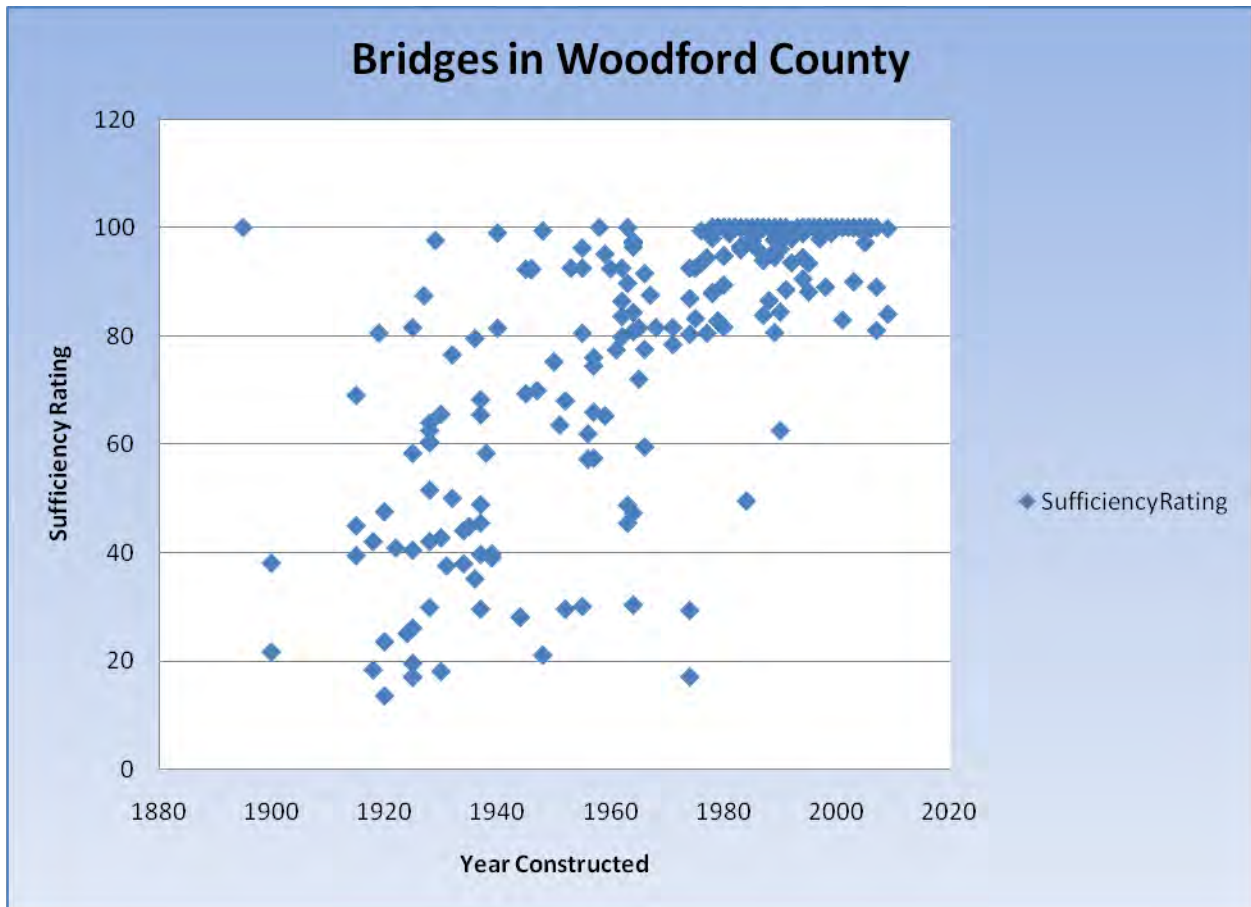
Chart 2: Bridges in Tazewell County.



Tazewell County has 438 bridges; these structures have a total ADT of approximately, 2,045,000 and an average ADT of 4,670 per structure. Above is a chart that shows the sufficiency rating, compared to the year it was constructed in Tazewell County. The average rating is 80.

Source: [www.illinois.dot.gov](http://www.illinois.dot.gov)

Chart 3: Bridges in Woodford County.



There are 446 bridges in Woodford County; these structures have a total ADT of approximately, 2,433,500 and an average ADT of 5,482 per structure. The chart above shows the sufficiency rating, compared to the year it was constructed in Woodford County. The average rating is 94.

Source: [www.illinois.dot.gov](http://www.illinois.dot.gov)

#### *Private Vehicles*

The majority of all trips made in the urbanized area are done by private vehicles; these trips include traveling to and from work, shopping, doctor visits, social activities, health and fitness activities, and many other types of trips. According to the 2000 Census, the 242,951 residents in the urbanized area had 113,562 vehicles available for use, or one vehicle per 2.14 persons. At the time of the Census, about 93% of working residents aged 16 or older in the Peoria-Pekin

urbanized area traveled by car; about 89% of those residents traveled alone. This data clearly indicates the dependency of the vehicle in this region.

### *Highway Safety*

In September 2005, the Illinois Department of Transportation (IDOT) completed a Statewide Comprehensive Safety Plan (CHSP). The mission of the plan was to develop, implement, and manage an integrated multi-stakeholder process to improve the attributes of roads, users, and vehicles to reduce traffic related deaths and life-altering injuries in the state. The plan was based on the “Four E’s of Transportation Safety”; engineering, enforcement, education and emergency medical services.

The main goal and objective of the plan was to reduce the number of traffic-related deaths from 1,454 in 2003 to 1,000 or fewer by 2008, a rate of 1.0 fatality per 100 million vehicle miles traveled (VMT). The CHSP emphasized 10 focus areas for study:

- Alcohol and Other Impaired Driving
- Driver Behavior and Awareness
- Highway-Railroad Grade Crossings
- Information Systems for Decision Making
- Intersections
- Large Trucks
- Roadway Departure
- Safety Belts/Occupant Protection
- Vulnerable Users
- Work Zones

IDOT collects data on traffic crashes throughout the state via local law enforcement agencies. Table 2 below displays total crashes in 2008; of the 10,352 total crashes in the Tri-County Region 29.3% resulted in injuries and 0.29% in fatalities. This compares to 23% injury crashes and 0.25% fatal crashes statewide. Another way to analyze crash data is to look at the number of crashes per 100 Million Vehicle Miles Traveled (VMT). This data is in parentheses in Table 2 below. According to VMT data, Peoria County has the highest rate of crashes as well as crashes resulting in an injury in the Tri-County region, while Woodford County has the highest rate of fatal crashes. Woodford County has the lowest rate of crashes and injury crashes, while Peoria County has the lowest rate of fatal crashes. Compared to statewide data, the Tri-County Region has a lower rate of overall and fatal crashes and a slightly higher rate of injury crashes.

In Peoria County approximately 28% of the accidents were rear end crashes. In Tazewell County approximately 22% of the accidents were rear end crashes. And, in Woodford County,

approximately 24% of the accidents were crashes with animals. This data reflects the more urban nature of Peoria and Tazewell Counties and the more rural character of Woodford County.

Table 2: 2008 Crash Data.

	Total (Crashes/100 Mil. VMT)	Fatal (Crashes/100 Mil. VMT)	Injury (Crashes/100 Mil. VMT)
Peoria County	6,203 (364.67)	14 (0.82)	1,911 (112.35)
Tazewell County	3,456 (275.81)	11 (0.88)	942 (75.18)
Woodford County	693 (171.75)	5 (1.24)	182 (45.11)
Tri-County Region	10,352 (308.32)	30 (0.89)	3,035 (90.39)
State of Illinois	408,258 (386.48)	1,043 (0.99)	94,021 (89.00)

The chart below shows the number of crashes that occurred in each county from 2001-2008. Each of the three counties shows a similar trend with crashes declining from 2002-2006, with a slight increase in 2007. Peoria County, being the most populous county in the Tri-County region had the most crashes, followed by the second most populous county, Tazewell.

Chart 4: Total Crashes in the Tri-County Region.

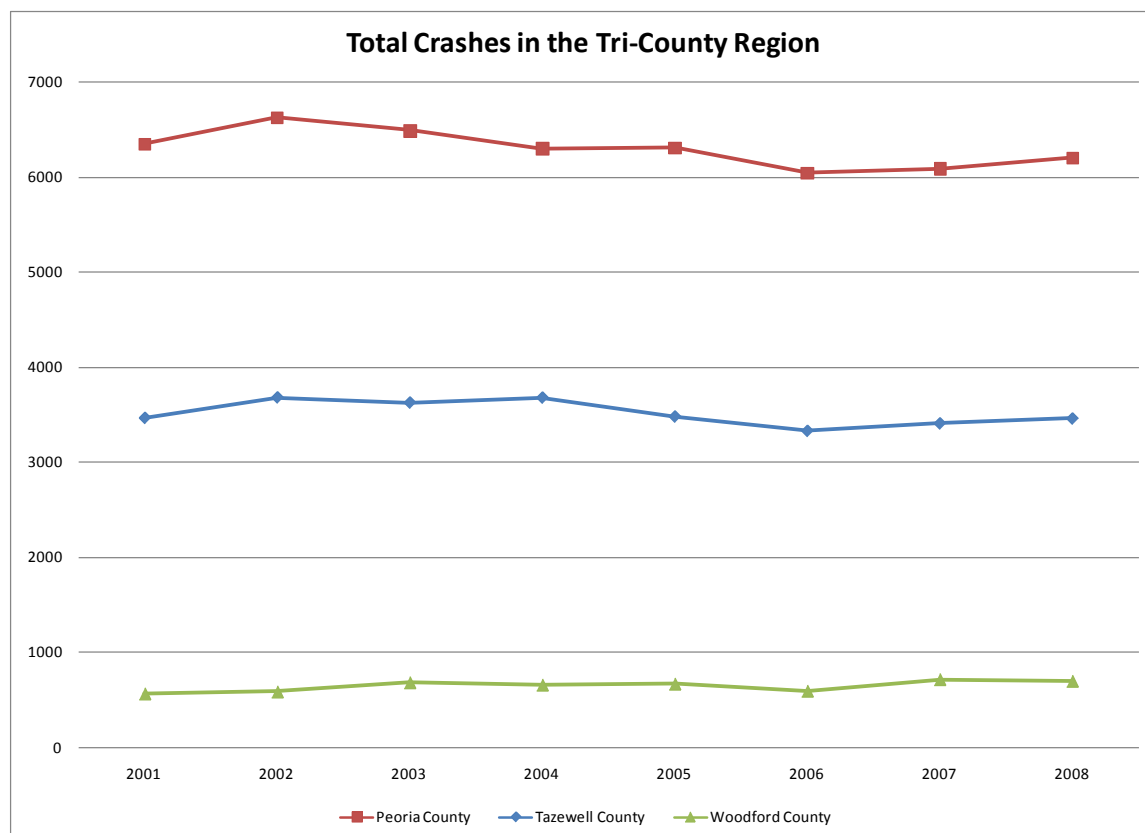
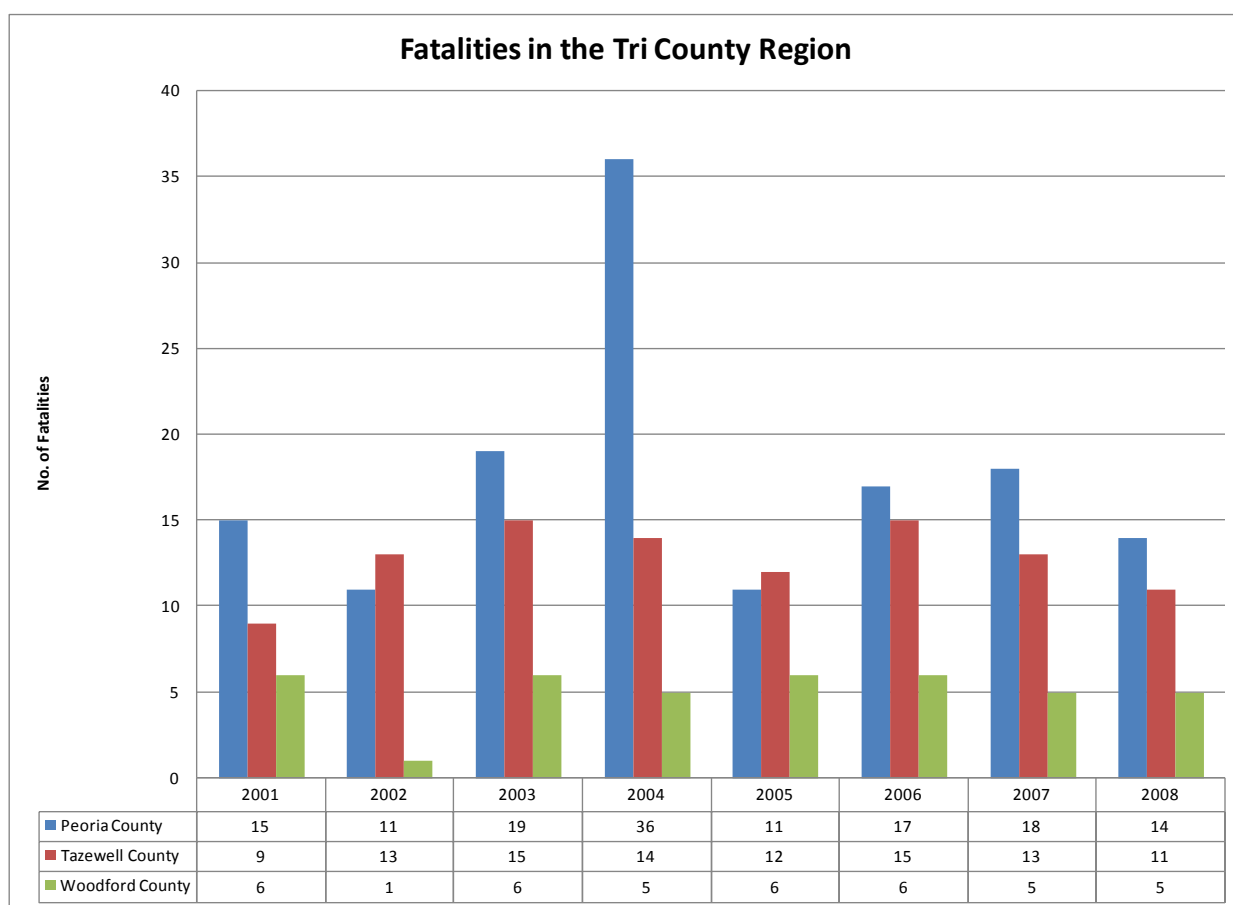


Chart 5 provides data on fatalities due to vehicular accidents from 2001 through 2008. There were significantly more fatalities in Peoria County than there were in Tazewell and Woodford Counties, and many more fatalities in 2004 in Peoria County. Tazewell County had no major fluctuations, ranging from 9 – 15 throughout the years. Woodford County had even fewer, ranging from 1-6 throughout the years.

Chart 5 only shows the total number of fatalities, but does not include demographic data. In the 15 months from March 2005 through June 2006, 15 teen traffic fatalities were recorded in Tazewell County. The increase in teen fatalities garnered statewide attention, including a feature story in the Sunday edition of the *Chicago Tribune* in June 2006. In response to increased awareness about traffic fatalities and highway safety, the State Farm Embedded Safety Specialist Initiative (ESSI) was launched in December 2007 in the Tri-County Region.

Chart 5: Fatalities in the Tri-County Region.



The ESSI is designed to develop and implement strategies within transportation agencies by improving traffic safety through the reduction of crashes. It is also designed to instill a more integrated safety culture within participating agencies. The agencies within the region are able to work together to promote road safety through PPUATS.

Some of the initiatives within the area include the City of Peoria undertaking upgrades to pedestrian and bicycle facilities to encourage the use and safety of these modes and Tazewell County creating the Tazewell County Teen Initiative which is responsible for a significant decrease in teen fatalities related to traffic crashes.

A draft *Tri-County Region Highway Safety Plan* was prepared as a part of ESSI in September 2008. The *Safety Plan* is expected to be revised in 2010. The plan focused on 14 issue categories, ranging from driver behavior and highway-railroad grade crossings to signage and intersections. Each of these issues were accompanied by strategies integrating the 4 E's of transportation safety planning; education, enforcement, engineering and Emergency Medical Services (EMS).

### *Bicyclists & Pedestrians*

Bicycling and walking are small, but growing segments of transportation system users. In the 2000 U.S. Census, .7% of Metropolitan Statistical Area (MSA) residents reported getting to work by "some other means," which typically indicates bicycling. In the same Census, 2.2% of MSA residents reported walking to work as their primary form of transportation. Combined pedestrians and bicyclists comprise nearly 3% of people traveling to work. This does not count children, unemployed, or retired individuals; many children and unemployed rely on these modes of transportation. It is expected that as fuel prices continue to rise over the coming years, and the costs of motorized transportation climb, non-motorized forms of transportation like bicycling and walking will continue to become more popular, particularly for residents within relatively short distances (3 miles or less for bicycling, 1 mile or less for pedestrians) of their place of occupation.

Partly because these forms of transportation have historically been a small percentage of motorized system users, investment in safe, efficient infrastructure to support bicycling and walking has been neglected by most communities in this MSA. In order to meet the possible demand of future users, and promote safety for these users, additional attention to the needs of these user groups is necessary in future transportation projects. Retrofitting the existing transportation system for safety and efficiency is also necessary.

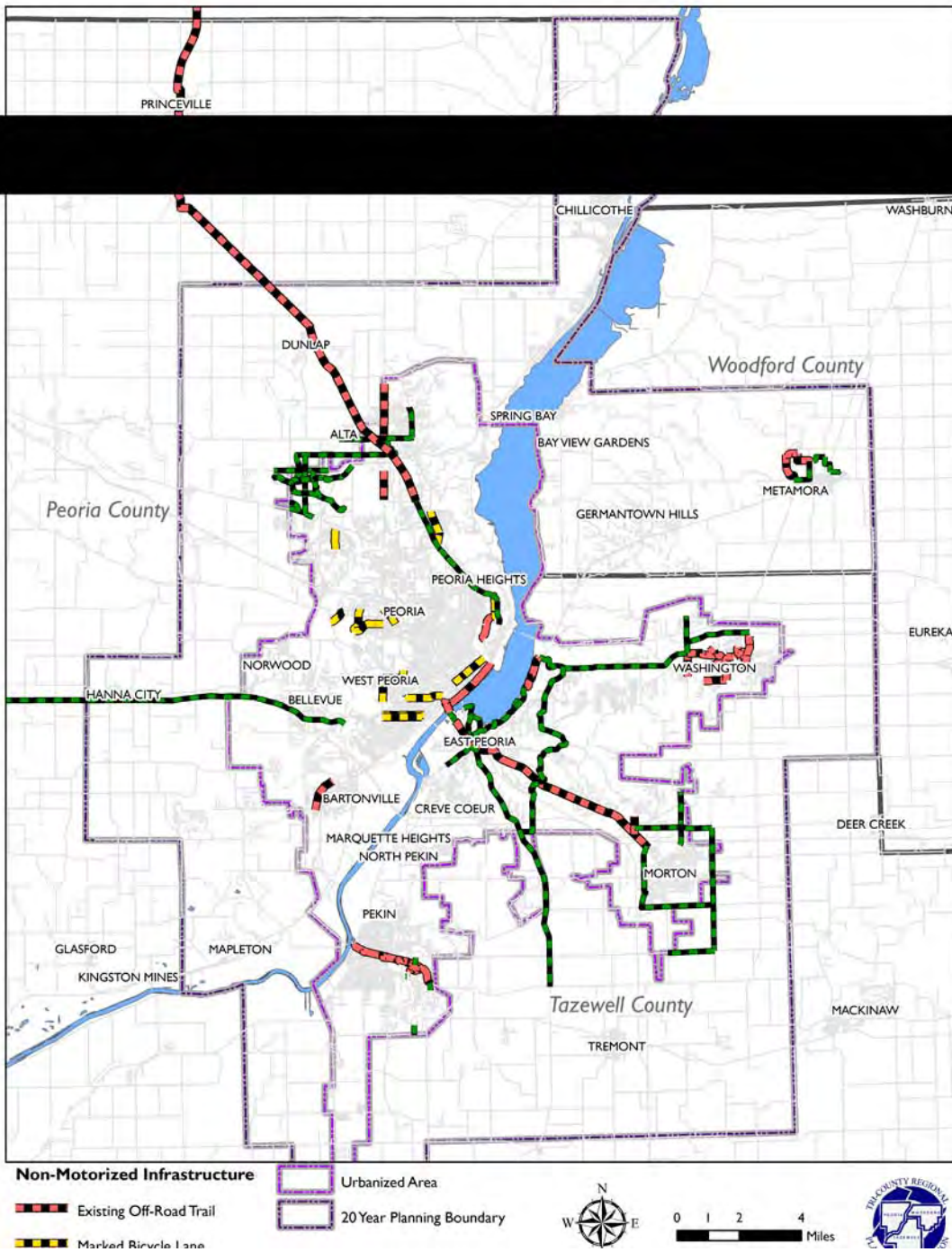
The Peoria-Pekin Urbanized Area has approximately 32 miles of existing trails (Class I) within the Urbanized Area boundary. By way of comparison, Table 3 below shows the approximate miles of trails existing in other urban areas of Central Illinois. The Peoria-Pekin area ranks near the bottom currently.

Table 3: Approximate Miles of Trails in Central Illinois Urban Areas.

Metro Area	Trail Miles	Urbanized Area Size	Population	Inf. Miles Per Sq. Mile	Inf. Miles Per 10,000 Capita
Champaign-Urbana	55.3	41.04	123,928	1.35	4.46
Bloomington-Normal	48	37.17	112,415	1.29	4.27
Quad Cities	60	123.87	270,626	0.48	2.22
Peoria-Pekin	32	123.14	247,172	0.26	1.29
Springfield	17.5	87.11	153,516	0.20	1.14
Decatur	9	50.15	96,454	0.18	0.93

The existing system can be seen in Map 3 below. Most notable from the visual portrayal of the trail system is the lack of connectivity. This lack of connectivity results in a fragmented non-motorized transportation system, hindering the ability of cyclists and pedestrians to use the system for transportation purposes.

Map 3: Non-Motorized Infrastructure in Peoria-Pekin Urbanized Area.



A number of trail and bicycle plans have been completed in recent years for the Peoria area, including the Peoria Metro Area Greenways & Trails Plan (1997), the Peoria County Recreational Trail Connectivity Study (2005), the Rock Island State Trail Extension Concept Plan (2008), and the Hanna City Trail Concept Plan (2008). These plans all focus in part on the need for connectivity between communities and infrastructures, in order to make transportation on bicycle or foot feasible.

### *Illinois Transportation Enhancement Program*

Congress created the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 to address growing concerns about air quality, open space, and traffic congestion. One of the several programs ISTEA highlighted was enhancements. This program was the first Federal initiative to focus on enhancing the travel experience and fostering quality of life in communities.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires states to set aside a minimum of ten percent (10%) of their share of the Surface Transportation Program (STP) funds for projects that serve to enhance the transportation system. The enhancement program allows the scope of transportation projects to expand beyond the traditional accommodations for cars, trucks and transit. Each state has the flexibility to create a program to best suit its respective needs, within the limit of the law.

The goal of the Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternative modes of transportation, enhance the transportation system through preservation of visual and cultural resources, and to improve the quality of life for members of the communities.

The enhancement program offered more choices for travel by providing funding for sidewalks, bike lanes, and the conversion of abandoned railroad corridors into trails. Communities also used the program to revitalize local and regional economies by restoring eligible historic buildings, renovating streetscapes, or providing transportation museums and visitor centers. Many communities also used the program to acquire, restore and preserve scenic or historic sites.

Approximately \$116.8 million (10% of the state's STP funds) in federal funds are to be awarded through ITEP for State Fiscal Years 2010-2014. As with any federal transportation program, federal budgetary constraints control the total amount of federal funds made available annually. Additionally, state budget constraints could impact the level of the program in any year.

The phrase “transportation enhancement activities” includes the following:

- Provision of facilities for pedestrians and bicycles;
- Acquisition of scenic easements, scenic historic sites, and scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- Rails-to-Trails - Preservation of abandoned railway corridors (including the conservation and use thereof for pedestrian or bicycle trails)
- Safety education for pedestrians and bicyclists
- Archeological planning and research
- Mitigation for roadway runoff and wildlife connectivity
- Scenic or historic highway programs
- Preservation of abandoned railway corridors (including the conservation and use thereof for pedestrian or bicycle trails);
- Control and removal of outdoor advertising; and
- Establishment of transportation museums.

The goal of the Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternative modes of transportation, enhance the transportation system through preservation of visual and cultural resources, and to improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build worthwhile projects in a timely manner.

Throughout the State of Illinois, approximately \$67 million in federal funds were awarded through ITEP for 51 Enhancement Projects for FY 2001-2003. 316 Enhancement Applications totaling \$320 million were received.

Federal funds provide reimbursement up to 50 percent for right-of-way and easement acquisition costs, and up to 80 percent for preliminary engineering, utility relocations, construction engineering, and construction costs. The 20 percent or 50 percent sponsor participation must come from a local government or state agency.

The SAFETEA-LU Transportation bill renewed the enhancement program. The future of the program will follow the guidelines adopted under TEA-21:

- Projects must enhance the transportation system by serving a transportation need or providing a transportation use or benefit.
- Projects must have a local government or state agency sponsor.
- ITEP is a reimbursable program, which requires an interagency/joint funding agreement that details the project scope of work and cost participation. ITEP is not a grant program.
- Project sponsors must provide the matching funds, follow the appropriate federal and state guidelines, manage the project and maintain the project after completion.
- Federally funded projects must follow all federal right-of-way and easement requirements regardless of whether enhancement funding is involved in the acquisition.

### **Safety and Theme Relationships**

Quality pavement and bridge conditions are a must if a region wishes to maintain an effective transportation system. The state of the local economy is directly tied to the capabilities of the region to mobilize people and goods. This was brought to the attention of citizens throughout the region in early December 2006; a large snow storm struck the Peoria area and it took local municipalities days to clear the roads. Distraught citizens flooded the editorial pages of the newspapers expressing their concern regarding the limited ability to use the road system. When responsible entities fail to properly maintain a road system, the question of balanced growth comes into play. Did we build more road surface than can be maintained? Should we discontinue growth in the fringes and focus on road improvements in the core of the city? These issues must be considered before decisions are made to expand the existing system.

Safety regarding non-motorized and pedestrian transportation is also integral to establishing a full functioning transportation system that supports a growing economy. A priority of Peoria area leaders is to attract young professionals to the area. Young professionals of today as well average citizens value the fresh air, exercise, and the sense of community associated with bicycling and walking to work. For the Peoria-Pekin area to accommodate this need, much effort must be undertaken to build the trail system and to maintain this system even in the winter months.

In terms of green infrastructure, many of the crashes in Peoria, Tazewell, and Woodford Counties were associated with animal collisions. It is important to integrate wildlife crossings into the transportation infrastructure to allow for wildlife to locally migrate without posing risk to drivers.

## Planning Principle: Increase the security of the transportation system for motorized and nonmotorized traffic.

### **Security Goal & Objectives**

- Intelligent Transportation System (ITS) is used to increase the safety and security of the transportation system
  - Use Intelligent Transportation Systems (ITS) to monitor the transportation network
  - Increase safety and security by bringing ITS into personal vehicles
  - Have the local 911 Center's ITS data connect to the State Police

### **Security Data**

The statewide Hazard Mitigation Plan establishes a process for identifying and mitigating the affects of natural hazards in the state. Hazard mitigation is an important component of emergency management which reduces or eliminates losses to human life and property. The plan addresses the history, relative risk and actions which can be taken to mitigate the six types of natural hazards that can affect Illinois: severe storms and tornadoes, floods, severe winter storms, drought, extreme heat and earthquakes.

A Heart of Illinois Plan was published in the spring of 2004. This was a plan for the tri-county region, and explains how local governments identify and mitigate the effects of natural hazard within the region. Specific municipalities that are prone to natural disasters have also produced hazard mitigation plans.

Another organizational effort to address hazard mitigation is the Illinois Public Works Mutual Aid Network (IPWMAN). PWMAN is a state-wide network of public works agencies organized to respond in an emergency situation when a community's or region's resources have been exhausted. For a long time, public works agencies have assisted each other on an informal basis in times of need. IPWMAN is a formalized mutual aid network designed to efficiently direct resources to areas in need when necessary.

### *Intelligent Transportation Systems (ITS)*

The U.S. Department of Transportation defines ITS as a way to improve transportation safety and mobility and enhance productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies. ITS can serve as a tool to help make the

transportation industry more proactive, customer focused, regional, performance based, and capable of providing real-time information. For example, sensors, cameras, and fiber optic cables are all tools to help make the transportation system more safe and secure. ITS has already been seen to help improve traffic congestion, mitigate work zone impacts, provide real-time traveler information, and enhance regional transportation planning.

In 1991, the Federal Government, through ISTEA, established a program to research, develop and test in an operational environment Intelligent Transportation Systems and to promote their implementation. TEA-21, in 1998, continued a focus on ITS by the “Promotion of efficient system management and operation”, under the seven planning factors of TEA-21. ITS addresses this planning factor by serving as an umbrella in which technology, communication, and collaboration between agencies are all encompassed.

In 2006, a regional ITS Architecture was developed for PPUATS to allow for the development of regional ITS. The document that presented the Architecture included an inventory of ITS systems, a concept for operating ITS, and a list of specific regional ITS activities to be implemented. ITS is beneficial for enabling the transportation system to operate efficiently when unforeseen events occur, and ITS activities should be implemented in the region to effectively manage the regional transportation system.

### **Security and Theme Relationships**

Because the local economy so heavily relies on the transportation system for the movement of goods and people, a technologically “intelligent” system that aids in system efficiency and performance can only benefit the economic situation of the region. In addition to improving technology, balanced growth and urban growth patterns certainly play a large role in the ability of a community to cope with hazards. Planners must consider the relationship of major road arterials in and out of the urbanized area with locations of major work places, residences etc. in planning for city-wide emergency response. A functioning green infrastructure also plays a crucial role in hazard reduction. In-tact wetlands, for example have the ability to absorb massive amounts of floodwaters and in-tack prairies on the steep Illinois River Bluffs hold soils on the hillsides and prevent mass wasting along slopes.

[Planning Principle: Emphasize the preservation of the existing transportation system.](#)

### **Preservation Goals & Objectives**

- Establish road systems that can be sufficiently maintained.
  - Redevelop existing developed areas to reduce the need for new roads.

- Allocate greater maintenance funding to existing roads and roads that improve connectivity.
- Coordinate the provision of utilities (electric, gas, water, sewer, fiber optic) with the transportation system.
  - Re-evaluate the location of utility poles when road projects are being considered
  - Coordinate the location of utilities along corridors and roadways, so they do not have to be relocated when further development occurs.
  - Have greater cooperation and communication among utility providers
  - Consider adding utility banks (empty conduit) to road projects for future utility needs
- Ensure long-term maintenance of green infrastructure, both natural and man-made
  - Create and implement management plans for natural areas within right-of way
  - Create and implement management plans for all environmental mitigation areas; this necessitates allocating funding for maintenance activities
  - Create and implement management plans for green infrastructure built for the purpose of stormwater control (i.e. bioswales)
  - Fund the maintenance of green infrastructure associated with transportation infrastructure along with regular road maintenance

### **Preservation and Existing Transportation System Data**

The Peoria-Pekin Urbanized Area Transportation Study includes portions of Peoria County, Tazewell County, and Woodford County; and consists primarily of the incorporated areas of Peoria, Peoria Heights, East Peoria, West Peoria, Morton, Washington, Bartonville, Creve Coeur, Pekin, and immediately surrounding densely developed land.

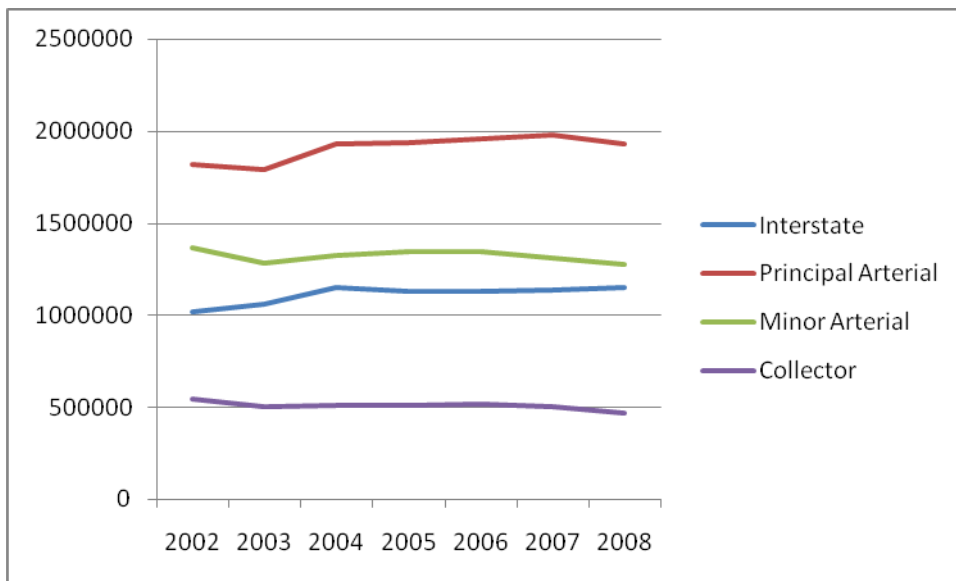
The region's existing transportation system consists of the following infrastructure:

- a. Interstates include I-74, I-474 and I-155
- b. Several State and County Highways
- c. Greater Peoria Mass Transit – City Link
- d. Bicycle trails, sidewalks, and multi-use paths
- e. Freight Rail
- f. Illinois River
- g. General Wayne A. Downing Peoria International Airport

Maintenance of the existing transportation system is a priority in this region. Approximately \$71.1 million worth of projects submitted by the local agencies are general maintenance projects such as mill and overlay, resurfacing, and various safety improvements.

IDOT keeps track of vehicle miles traveled (VMT) for each of the counties in the state, as well as the number of miles of roadway there are in the transportation system. Chart 6 below shows VMT Trends for the Peoria Urbanized area. The number of vehicle miles traveled is important data for many reasons. Number one use of this data is to compare VMT to Emissions in Environmental Analysis. Other uses include, computing estimated, on-road vehicle fuel consumption, economy, and expenditures.

Chart 6: Vehicle Miles Traveled.



### *Mass Transit*

Mass transit refers to passenger transportation services that are available for use by the general public, as opposed to modes for private use such as automobiles or vehicles for hire. Mass transit services include buses, subways, trolleys, light rail, commuter trains, van pool services, paratransit services for senior citizens and people with disabilities, ferries, water taxis, or monorails. Currently, the region has a successful bus service and intercity public transit and is pursuing passenger rail service to connect to the St. Louis to Chicago Amtrak service.

The Peoria-Pekin Urbanized Area is provided public transit by Greater Peoria Mass Transit District (GPMTD). GPMTD was established in 1970 with the passage of a dedicated property tax. State sales tax revenue and federal funding provide additional support for the system.

The mayors or township supervisors of the communities served appoint the five (5) members of the GPMTD Board of Trustees. The distribution of board representation is determined on the basis of population. Presently, three of the board members represent Peoria, one board

member represents West Peoria Township, and the other board member represents Peoria Heights. Each member, who serves a four-year term, has one vote.

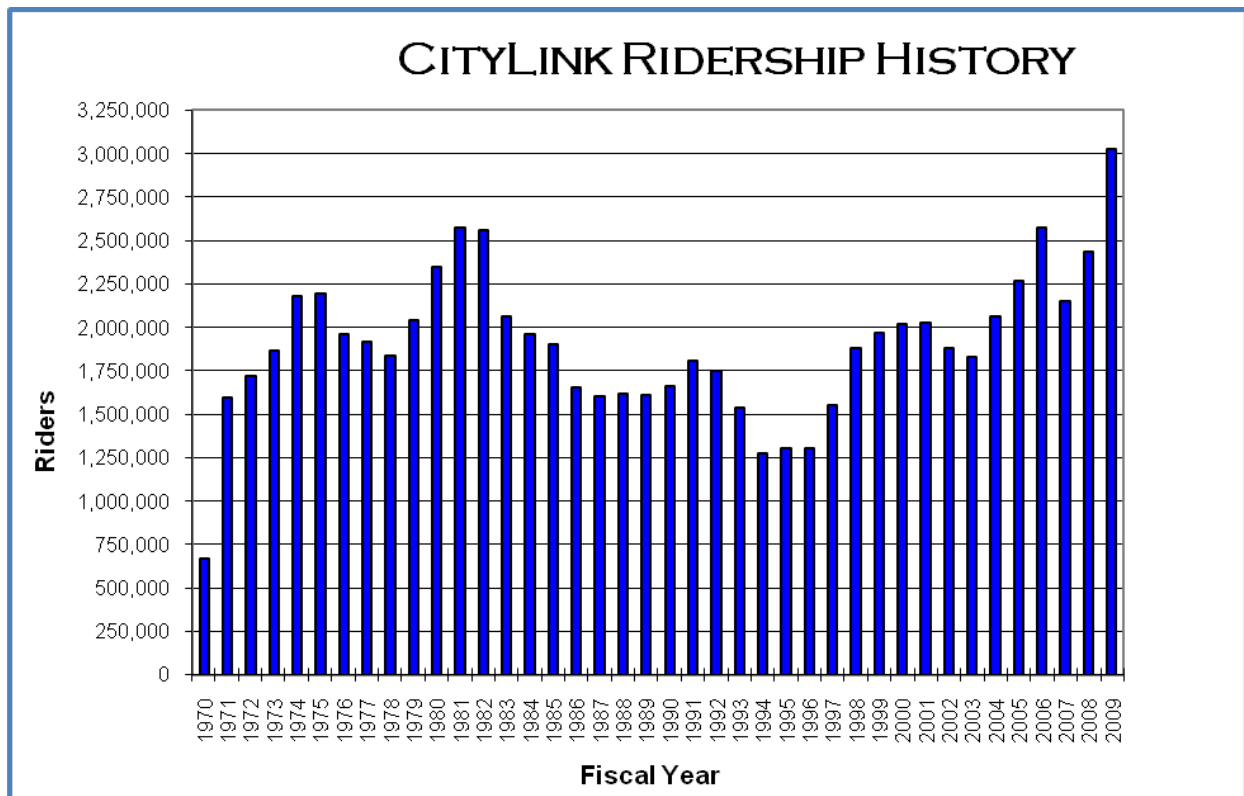
The General Manager of GPMTD reports to the Board of Trustees. First Transit, Inc. directly employs the district's General Manager and Assistant General Manager. GPMTD is the employer of all other operating, maintenance and administrative personnel. The district currently employs 131 individuals. These include 86 bus operators and supervisors and 30 maintenance personnel. The operators, supervisors and maintenance employees work under a labor agreement between GPMTD and the Amalgamated Transit Union, Local No. 416. The remaining 15 employees serve in administrative or support positions.

GPMTD operates fixed route general public transportation within the Peoria-Pekin Urbanized Area under the name of CityLink; the service area includes Peoria, West Peoria Township, and Peoria Heights and also provides service under contract to the City of Pekin and the East Peoria Mass Transit District.

CityLink is focused on its mission of providing economic, social and environmental benefits to the community through progressive, customer-focused transportation. This mission includes service for the elderly, area youth and the transportation-disadvantaged. These groups are the primary focus of CityLink's services, but a concentrated effort is targeted at potential "choice" riders. These riders have other transportation options, but by offering enhanced schedules, routing, and access to service information through the use of passenger information displays placed at strategic locations, CityLink is attracting members of this group.

Due in part to CityLink's efforts to improve service and attract "choice" riders, and in part to larger trends in the rising costs of personal transportation and growing awareness of the need to reduce individual fuel consumption, CityLink's ridership levels are on a long-term increase. In 2009, CityLink posted its largest annual ridership total ever, at more than 3,000,000 riders. Chart 7 below demonstrates the positive ridership trend dating back to 1994.

Chart 7: CityLink Ridership History.



### Fixed Route Services

CityLink presently operates 22 regular fixed routes. Operating on a time-transfer system, all GPMTD vehicles radiate from downtown Peoria, the geographic hub of the urbanized area. Service is operated on weekdays and Saturday only. There is no Sunday service. Peak service frequencies are 30 minutes. Weekday service begins around 5:30 AM and ends at 6:15 PM on some routes. Weekday evening service on several routes continues as late as 1:00 AM.

The top performing routes serve areas adjacent to downtown Peoria, older neighborhoods and neighborhoods with higher concentrations of low-income households. The lesser performing routes are located in East Peoria and north Peoria and are characterized by lower population/residential densities and higher income levels.

Map 4: Fixed-Route Bus Routes in Peoria-Pekin Urbanized Area.

### Transit Center

In 2003, GPMTD opened its \$4.8 million Transit Center located in Downtown Peoria. The center includes a state of the art covered passenger wait area, adjacent bus stops with 19 bus-parking stalls, and a passenger terminal. The lobby of the terminal consists of an information office, security office, restrooms, drinking fountains and vending machines. GPMTD's customers are able to pay their local utility and water bills in the lobby.



Services allowing passengers with disabilities to connect to GPMTD's ADA-accessible buses at the Center expand opportunities for travel and independence. Connecting through the Transit Center offers a secure waiting area for passengers and allows customers full access to all routes and services. The Transit Center also houses a daycare facility; the combination of a Transit Center/Daycare Facility was the first of its kind in Illinois.

### Passenger Amenities

Under the passenger amenities program GPMTD has: 1) increased the number of bus shelters by nearly 50%; 2) installed nearly 1,000 bus stop signs; and 3) installed over 150 bus benches throughout its service area. All shelters purchased meet ADA requirements. The placement of shelters is based on ridership patterns, passenger requests and physical space availability. The City of Peoria's zoning ordinance limits the placement of shelters and ongoing discussions with the Planning Department on this issue continue to occur.

### Paratransit

On September 6, 1991, the US Department of Transportation published final regulations implementing certain provisions of the Americans with Disabilities Act of 1990 (ADA). Included in the regulations was a requirement that public entities operating fixed route transportation services for the general public also provide complementary paratransit services to persons unable to use the fixed route system. The regulations specify:

- a) When service is required;
- b) Eligibility criteria for paratransit passengers;
- c) The level of service which must be provided; and
- d) Standards for certain aspects of operation.

The district is currently under contract with MV Transportation, Inc. to provide ADA paratransit service to persons with disabilities within the cities of Peoria, East Peoria, the Village of Peoria Heights and West Peoria Township.

The contractor is responsible for the day-to-day management and operation of the paratransit service. GPMTD is responsible for oversight, storage, repair, fueling, and preventative maintenance for all paratransit vehicles.

Participation in this paratransit program is restricted to persons who are eligible under the requirements of the ADA. GPMTD contracts with the Institute of Physical Medicine to perform the eligibility certification process. According to ADA requirements, fares may be set at a maximum of twice the cost to use fixed route services. The one-way fare for paratransit services is currently \$2.00.

### Special Events Services

GPMTD is the mass transit provider in the greater Peoria area and utilizes its title to the fullest when providing services to special events requiring movement of large numbers of people. The

district actively participates with the City of Peoria, Peoria Area Civic Events (PACE), the Peoria Riverfront Association, Peoria Area Convention and Visitors Bureau, area hotels, Peoria Historical Society, radio station promotions, Peoria Civic Center, Peoria Symphony, and others to serve their mass movement needs.

This particular service highlights the benefits of CityLink's service to "choice" riders and encourages their patronage. It also serves to reduce the parking needs within the city, reduce traffic congestion, and improve the overall quality of travel to and from these events.

### Intercity Transit

Peoria Charter Coach has four daily stops at the transit center. Using GPMTD to access Peoria Charter Coach reduces the need for parking and allows for access to Chicago's Midway and O'Hare airports. This valuable connection in a secure facility, coupled with GPMTD's late night service, allows customers convenience to and from their homes.

Burlington Trailways also offers intercity bus service from Peoria, providing access to over one hundred communities throughout the upper Midwest and Plains states, including destinations in Illinois, Indiana, Iowa, Missouri, Nebraska, South Dakota, Colorado, and Wyoming. The departure/arrival point for Burlington Trailways bus service is the Gen. Wayne A. Downing Peoria International Airport.

Additionally, the Peoria area is served by Greyhound Lines, Inc. Greyhound offers nationwide coverage, providing access to thousands of communities. Like Burlington Trailways, Greyhound's departure/arrival point is the Gen. Wayne A. Downing Peoria International Airport.

### Rail

Just as high speed rail service has become a national priority, Tri County Regional Planning Commission (TCRPC) has identified the pursuit of rail service has one of its biggest regional priorities. A total of \$8 billion in stimulus money was set aside for rail projects throughout the country. The Tri-County region applied for a grant to connect Peoria to the national rail network, specifically for a link from the Peoria-Pekin Urbanized Area to Bloomington/Normal; Normal is a stop on the route connecting St. Louis to Chicago.

At this time TCRPC is in the process of developing a Passenger Rail Advisory Committee to advocate the need and desire to have a rail connection in the Peoria-Pekin Urbanized Area. This group will consist of elected officials from throughout the region and from Bloomington-Normal.

There are currently three rail lines throughout Peoria including:

- *West Peoria*: Runs north/south in west Peoria parallel to I-474 (Chicago and North Western);
- *Riverfront*: Runs parallel to the waterfront (Chicago Rock Island and Pacific);
- *Northeast Peoria*: Runs in a northwest/southeast direction from Mt. Hawley Airport before heading south and southwest along the waterfront (Rock Island).

The City of Peoria and Village of Peoria Heights own the Rock Island line. This right of way needs to be protected for future use whether or not it is for transit. It is important to maintain flexibility for future uses such as a bikeway, urban park, and possibly a transit way. Should development patterns and/or densities increase in the future, consideration might be given to establishing a light rail corridor.

### *Regional Public Transit Access*

In the 2005 Long Range Transportation Plan, establishment of a regional transit authority was discussed as a possible method of expanding public transit access to other parts of the region. In 2007, the possibility for a regional transit authority was explored via the Tri-County Regional Transit Study. This comprehensive study was designed to determine the feasibility of extending fixed-route transit services into previously underserved areas of Peoria, Tazewell and Woodford Counties. The study was managed by the Illinois Department of Transportation for the Tri-County Regional Planning Commission's Regional Transit Steering Committee.

The study had several key findings. First and foremost, the communities on the east side of the Illinois River do not want to be included in a regional transit authority if it involves being within a taxing district. These communities currently do not have public transit access (with the exception of Pekin and East Peoria) but feel that inclusion in an expanded transit district is not appropriate. Therefore, at least in the current transportation and political environment, a regional transit authority is unlikely to be implemented.

Still, many of these communities, businesses and community organizations, and existing transit system riders felt that expansion of the system through new service routes would be an improvement. These new routes would largely serve communities currently underserved by public transit. The study found that efforts to expand transit services regionally should focus on the communities of Pekin, Morton, East Peoria, and Washington, and identified six specific implementation strategies:

1. Implement one or two new transit routes, to be operated initially during commuter hours only, to serve the most promising of the Tri-County markets identified in the market research, Washington or Bartonville. These communities were selected because the anticipated costs of providing services to these communities is expected to be less given their proximity to

existing fixed-route transit services and because they each appear to have a significant latent market for transit services.

2. Initially provide only commuter service, focusing on the home-to-work market, the most easily penetrated of the transit markets.
3. Aggressively promote new services both prior to, and during, their initial operation. Offer free rides and arrange joint promotions and/or subsidized services with employers to jump-start ridership at the very beginning of service. Inaugurate new service with a big media event to get the word out to as many people as possible. Make it exciting!
4. Tie the implementation of new services to improvements to the pedestrian infrastructure around transit routes, including sidewalks, marked pedestrian crossings, shelters, disabled access improvements, and park-and-rides.
5. Consistently interact with riders to identify ways in which services and schedules can better serve their needs. Don't be afraid to make changes to improve the attractiveness to users, but don't make changes too frequently – riders need time to become accustomed to services and schedules.
6. Follow up the successful implementation of services with expansions to other communities and, later on, with improved services during additional time periods and days of the week.

Subsequent progress was made on these goals through grant funding from the federal Job Access Reverse Commute and New Freedoms programs. These two programs aim to expand transit access for low-income, disabled, and senior populations. Through funding from these programs, CityLink expanded service by creating a new fixed-route service to the Village of Bartonville and adding additional scheduled buses to the City of Pekin's existing transit line. These expanded routes were implemented in 2008 and are contingent upon available funding and ridership figures.

### *Second Maintenance Facility*

If a regional transit system is implemented, a wide range of infrastructure improvements will need to be made. The acquisition of additional buses and paratransit vehicles and the construction of a second maintenance facility will also be needed. Because GPMTD's existing maintenance facility on NE Jefferson Street is geographically constrained, it would not be able to accommodate the additional vehicles and manpower required for a regional system.

Ideally, this second facility would be located on the east side of the Illinois River and support expanded routes to communities served by new transit routes. Constructing a facility in the Pekin/North Pekin area would not only accommodate the additional vehicles and manpower, it would also minimize costly deadhead miles back-and-forth from Peoria for buses operating in the eastern and southern ends of the urbanized area.

### Public/Private Sector Interface

Opportunities may arise for cooperative transportation ventures involving both GPMTD and private enterprise. Such ventures could result in improved transportation service for area residents and reduced operating costs for GPMTD. GPMTD will strive to provide the best public transportation for the Peoria area in close cooperation with private-sector transportation providers. Examples of projects could include: intermodal transfer points, joint use of park and ride facilities, development of properties adjacent to facilities which share co-locational advantages, private sector contracting, and private sector subsidies of specific services.

### Livable Communities Initiative

Three primary functions of transit are to provide an alternative means of personal mobility, increase capacity when needed and contribute to the quality of life in communities. In the context of these functions, the Federal Transit Administration initiated the Livable Communities Initiative to strengthen the link between transit and communities. Transit facilities and services that promote more livable communities are ones which are customer friendly, community-oriented and well designed resulting from a planning and design process with active community involvement.

The Initiative's objectives are to improve mobility and the quality of services available to residents of neighborhoods by:

1. Strengthening the link between transit and community planning, including land use policies and urban design supporting the use of transit and ultimately providing physical assets that better meet community needs.
2. Stimulating increased participation by community organizations and residents, minority and low-income residents, small and minority businesses, persons with disabilities and the elderly in the planning and design process.
3. Increasing access to employment, education facilities and other community destinations through high quality, community-oriented, technology innovative transit services and facilities.
4. Leveraging resources available through other federal, state and local programs.

### Northside Transfer Center

In response to the continued growth of the Peoria area to the north and the northwest, it is a strong possibility that GPMTD will need to explore the potential for a northside transfer center in that quadrant of the area. This transfer center would alleviate the need of a downtown transfer that will become cumbersome and very inefficient for both passengers and CityLink routes to accommodate if current routes extend out much further. CityLink's Comprehensive

Operations Analysis completed in 2008 identified this center as a need, and the District will continue to pursue opportunities for location and construction of the center in the near-term.

### *Human Services Transportation Plan*

An increasing number of people are unable to get to work, run errands, or reach medical services simply because they do not have access to reliable transportation. This group of transportation disadvantaged includes people who cannot travel outside of the home alone or drive because of medical or physical conditions, people who cannot afford their own automobile, and people who live in areas without access to public transportation.

To enable these individuals to travel for employment, medical, education, and other needs, state and federal grants are used to provide transportation services that help elderly persons, persons with disabilities, and/or low-income persons reach their destinations. In urbanized areas, regular public transportation service and supplemental paratransit service (sometimes called door-to-door service) is often available to meet these needs. In rural and smaller urban areas, however, public transportation service is less available and human service providers such as senior centers must often find other ways to provide their clients with transportation.

Numerous local programs supported by state and federal agencies provide separate transportation services, including services for the elderly, hospital access for low-income individuals, services for the physically and mentally disabled and transportation for job training or job access. In Illinois, numerous state and federal programs are administered by a variety of different state agencies that provide funding to be used for public and human services transportation. The lack of coordination among these programs and providers has led to duplication of transportation and dispatching services and an inefficient use of needed transportation and human services funds.

### *History of HSTP*

At the federal level, the United We Ride (UWR) initiative was established to break down the barriers between programs and set the stage for local partnerships that generate common sense solutions. The overall goal of this effort is to make it easier for the customer to access public and specialized transportation services by reducing transportation service duplication, increase efficient transportation service delivery, and expand transportation access for older Americans, persons with disabilities, and individuals with low incomes.

In order to better meet the transportation needs of citizens, federal legislation created the Human Services Transportation Plan (HSTP). The goal of the HSTP is to create a comprehensive strategy for public transportation delivery within a region.

The HSTP program was created through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Bill under Sections 5316 & 3019. SAFETEA-LU requires that projects selected for funding under *Section 5310* (Elderly & Disabled Individuals), *Section 5316* (Job Access Reverse Commute), and *Section 5317* (New Freedom) are “derived from a locally developed, coordinated public transit-human services transportation plan.” The plan must be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.”

The HSTP Program was set up with three years of funding starting in 2007. The initial plan was adopted in January 2008. The plan was revised in January 2009; and is expected to be revised again in the Spring 2010. The plan has already seen several projects funded including expanded CityLink service to Pekin, East Peoria and Bartonville; increased paratransit in Peoria, Pekin and East Peoria and additional ADA compliant bus shelters in Galesburg.

### HSTP Components

The HSTP will include the following elements:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit)
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery
- Priorities identified for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities

### Service Area of HSTP

An HSTP must be created for the urban areas and for the rural areas. The process for administering the HSTP is different for the rural and urban areas, but the resulting plans will include the same elements.

In Illinois, the local MPO is responsible for ensuring that the new federal coordination requirements are met for urbanized areas. IDOT is responsible for those parts of the state that are outside the jurisdiction of MPOs.

### Urbanized Area Plan

SAFETEA-LU requires every urbanized area with a population over 200,000 to create a HSTP. These plans focus on coordinating current services in order to expand the system and to make it more efficient. Peoria/Pekin Urbanized Area Transportation Study (PPUATS) is the MPO of Region 5; therefore, it is PPUATS who creates the urbanized area HSTP.

The plan will involve local transit and paratransit providers such as CityLink, Pekin Municipal Bus Service, We Care and the Peoria County Council on Aging. This plan will affect transit providers and the citizens within the Metropolitan Planning Area.

### Rural Area Plan

The Illinois Department of Transportation is administering the Rural Area HSTPs. IDOT has divided the state into regions. Region 5 includes Fulton, Knox, Marshall, Peoria, Tazewell, Stark, and Woodford counties, as shown in Map 5 below. IDOT designated TCRPC to coordinate the HSTP for this seven-county region.

The Rural HSTP organizes and coordinates services within rural areas. After the plan is in place, rural transit agencies are able to apply for funds from Sections 5310, 5316, and 5317.

Map 5: Counties in HSTP Region 5.



### HSTP Creators

Much of the developmental work within rural and small urban areas is carried out by a regional HSTP coordinator working with regional review committees to develop the non-urbanized portion of the regional HSTP. In urbanized areas, the MPO staff functions as the regional coordinator and the organizer of the urbanized area review committee. TCRPC staff serves as

both the regional coordinator and the MPO staff, which helps integrate the region's rural HSTP with its urbanized HSTP.

The rural area plan and the local urbanized area plan complement each other in order to provide coordination between the two areas. Many rural transit providers make trips into the urbanized area, which necessitates a high level of coordination during the formation of the HSTP. The two systems are not autonomous but need to coordinate efforts to provide better and more efficient service to patrons. The two plans are integrated into a single document entitled; *Human Services Transportation Plan: Illinois HSTP Region Five & Peoria-Pekin Urbanized Area*.

#### HSTP Creation Process

The HSTP Creation process is outlined below:

1. Establish an **HSTP Advisory Committee** to coordinate the public involvement process and evaluate the input received. The Advisory Committee will include representatives of the public transportation providers, human service agencies, users of the transportation services being considered, and IDOT-DPIT.
2. Implement a broad based **proactive public involvement process** to identify and catalogue existing services, determine unmet needs, and identify potential strategies to meet those needs.
3. Create a **regional consensus** on feasible strategies to enhance the effectiveness and efficiency of human service transportation provided in the region.
4. Ensure that the urbanized area boundary does not create a barrier to the delivery of **seamless transportation services** to the targeted populations.
5. **Develop an Action Plan** that clearly identifies the actions to be taken, the projects to be implemented, and the persons or agencies responsible for making the specified activities happen.
6. Amend the projects proposed for federal funding into the PPUATS TIP. (Urban HSTP only).
7. Forward those projects to IDOT for review and approval. (Urban HSTP only).
8. Monitor and **evaluate the effectiveness** of implemented strategies and projects.
9. **Adjust strategies** to address new and/or previously undetected needs.
10. Amend the TIP and STIP to reflect projects selected for funding. (Urban Area HSTP only).

#### HSTP Findings

The HSTP Committee established 6 goals for the plan. These goals were established after discussing the gaps and needs in service. These gaps included spatial gaps, geographic areas that are not served; temporal gaps, gaps in times of service such as weekend or night service; affordability gaps, the expense of many demand service providers; and gaps in service for certain sub-populations, as in lack of service for persons of a certain age or ability or the lack of service for wounded, disabled or older veterans. Each of the goals in the plan included objectives and action steps outlining a timeline, responsible party(s), staffing, capital and ridership implications, performance measures and feasibility. The goals from the HSTP are included below:

1. Increase the number of options and affordability of public transportation for people with low incomes, people with disabilities, older adults and the general public. Include door-to-door, curb-to-curb, door-through-door, community to community and long distance transportation.
2. Increase trips between rural counties and cities.
3. Increase job access and transportation access for people with low incomes.
4. Extend scheduled service hours in the seven-county area with the ultimate goal of making some transportation available all hours, seven days a week.
5. Increase awareness of transit and paratransit options.
6. Facilitate better cooperation between providers and better utilization of available resources.

The HSTP Committee will try to solicit projects that meet the goals of the HSTP plan. As the plan is updated so will the goals.

### *Freight*

Freight is concerned with the movement of raw materials and finished goods into, out of, and through our region. The movement of freight is a very important part of the regional economy, regardless of the mode of transportation being used: highway, rail, air, or river – or even a combination of two or more modes. One of the region’s goals is to put an emphasis on freight planning. Peoria, Tazewell, and Woodford counties all offer exceptional logistics through highways, river, rail, and airports. Access and connectivity of all four modes will be instrumental for future development.

### Highway

Highway transportation is the most widely used form of the four modes of transportation for freight. The local interstate infrastructure in Peoria, Tazewell, and Woodford Counties is ideal for crossroads freight traffic. Interstates within the three counties include: I-74, I-474, I-39, and I-155. Other major routes are US Routes 24 and 150; and State Routes 6, 9, 29, and 116. An eastern expansion of the I-474 bypass with a bridge at Mossville (Eastern Bypass) is currently being considered to complete the loop through Woodford and Tazewell Counties. The bypass and bridge would not only help alleviate future traffic congestion along I-74, but would provide better access for Woodford County and Tazewell County from I-74.

The completion of a 4-lane highway between Peoria and Macomb (Illinois 336) is currently underway. When completed, Illinois 336 will be a freeway/expressway connection to I-172 in Quincy. Other major corridors include IL 29 and Veteran's Drive in Pekin.

### Rail

River and rail transportation capabilities have played a key role in the past development and growth of local industry. The region has solid access to railroad transportation. In fact, the Peoria area has access to service from four Class-I carriers (e.g. Union Pacific, Burlington Northern Santa Fe) and three regional Class II carriers, as well as several short-line operators. Peoria is recognized regionally as well as nationally for quality access to railroad service. This is primarily due to the region's long economic history of heavy manufacturing, industry, distilling, and commodity production/distribution, as well as the location alongside the Illinois River, a waterway that carries significant volumes of commodity freight. Map 6 below shows the region's rail infrastructure.

While the region does enjoy good access to rail infrastructure, rail service is limited strictly to freight. The region currently does not have direct access to Amtrak passenger rail service, or light rail transit within the urban area. Like many urban areas, Peoria had passenger rail service in the past, but as transportation policy shifted towards the automobile and against rail, usage dropped and the service was discontinued in the 1980's. Recently, the region requested IDOT and Amtrak jointly conduct a feasibility study be completed to shed light on the possibility, and the cost, of returning passenger rail service to Peoria. That study is largely complete, but has not yet been released.

Map 6: Rail Infrastructure in the Region



The prominence of rail is still evident today. The Peoria & Pekin Union Railroad, located in Creve Coeur and East Peoria, is the largest switching and classification yard in Central Illinois, having in excess of 100 miles of track with the capacity of 2500 cars. Transfer facilities move products from rail to barge and rail to truck. Local Class 1 Railroads include Norfolk Southern, Burlington Northern Santa Fe, and Union Pacific. Regional Railroads include Lincoln & Southern Railroad and Toledo, Peoria & Western. Canadian National, IM, IAIS, and PRY are other rail lines serving the local area.

### River

The Illinois River has long been the signature landmark for the central Illinois region with its beautiful landscapes and magnificent views. The river has also provided the area with the ability to create business and distribute products around the globe, serving as a major link for the transport of goods into and out of the Illinois Heartland. The Illinois River has a nine-foot channel depth, making the river navigable year round. To the south of the region, it connects with the Mississippi River and from there to deep drafts ports in New Orleans to allow for international trade. To the north, the river connects with Lake Michigan and from there to the Atlantic Ocean (via the St. Lawrence Seaway), again allowing for international trade.

River freight is moved by barge, which is a shallow-draft container pushed by a towboat. Barges have plied the Illinois River since the 1930's carrying freight into and out of the region. It is estimated that large quantities of cargo can be moved by barge for one-third the cost of railroad and one-fifth the cost of truck. Also cargo that is too big or too heavy to be transported over the highways or by railroad can be efficiently moved by water. Approximately 48 million tons of freight and 200 million gallons of liquid flow into and out of the region each year.

### Air

Air transportation is focused on moving lightweight, high value goods and materials. Thus, there is little or no competition between air freight and the other three modes of freight transportation. The General Wayne A. Downing Peoria International Airport services a market of approximately 1.5 million people within a ninety-mile radius of Peoria. Scheduled passenger service consists of Allegiant Air, American Eagle, Delta, and United Express.

The existing General Wayne A. Downing Peoria International Airport resides on 3,500 acres with a 10,100' fully instrumented primary runway and an 8,000' secondary runway. These runways are the largest in Illinois outside of O'Hare International Airport in Chicago.

The Metropolitan Airport Authority of Peoria (MAAP) held its topping out ceremony for the new General Wayne A. Downing Peoria International Airport (PIA) terminal construction project that began in October 2008. The original terminal building was constructed in 1959. The new state-of-the-art facility will be approximately 125,000 sq. ft. with eleven gates and be able to service well over 2 million passengers annually, and is expected to be open in 2011.

In addition, the General Wayne A. Downing Peoria International Airport is host to a fixed-base operator, airport/pilot services, U.S. Customs, agencies, corporate flight departments, and three military bases. The airport also provides cargo service from DHL, Federal Express, and UPS.

### Heart of Illinois Regional Port District- TransPort

Local leaders came together to discuss ways in which to increase the use of the Illinois River as an economic development tool for the central Illinois region. The result was the establishment of the Heart of Illinois Regional Port District (HOIRPD).

The overall goal of the HOIRPD is to promote the creation of transportation and industrial employment opportunities for the region. The Port District will seek to enhance the utilization of the Illinois River for freight, and will also seek to enhance the development of intermodal freight facilities within the District. The Heart of Illinois Regional Port District covers six counties in central Illinois. They are: Fulton, Marshall, Mason (with the exception of Havana Township, which has its own Port District), Peoria, Tazewell and Woodford Counties. The Port District encompasses over one hundred miles of the Illinois River as it traverses these six counties.

### **Preservation and Existing Transportation System Theme Relationships**

As stated above, roads for vehicular traffic is the foundation of the existing transportation system in the region. While this plan calls for greater development of trails and a passenger rail system, preservation of the existing road system is essential to support the movement of goods and people in the Peoria-Pekin area and to remain economically competitive. The preservation of the transit system is particularly important as the region moves towards implementing balanced growth principals. A reliable bus system that accepted and is utilized by the citizens could possibly lend to infill development and a repopulation of urbanized areas if the system can be proven to be more time and cost efficient than the private vehicle. Another important component to preserving the existing system is the idea of preservation through less wear and tare. Roads that are used less frequently will require less maintenance. “Green” alternatives to transportation such as bicycling, walking, ride-sharing, and taking public transit are all mechanisms to preserve the road system that are complementary with all Regional Themes.

## Public Infrastructure Goal Matrix

The table below is a matrix comparing the public infrastructure goals with summary goal statements for each of the remaining themes. The “x” indicates that the goal complements the theme, “o” indicates the goal conflicts with the theme, and “NA” indicates that the goal is not applicable to a theme. The matrix is a device to assist in the prioritization of the goals and to set a framework for policy improvements. Goals that complement all themes, for example, will take precedence in implementation over goals that are incompatible with other regional themes. The goals are compared against the following summary theme statements:

- **Balanced Growth:** the goal complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.
- **Economic Development:** the goal benefits existing regional business/industry, or provides impetus for new net job growth.
- **Green Infrastructure:** the goal improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

Identification Number	Public Infrastructure	Economic Development	Green Infrastructure	Balanced Growth
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PI-1	Educate citizens on proper road sharing techniques to accommodate all transportation modes.	x	x	x
PI-2	Create a transportation system that accommodates alternative modes in addition to the automobile.	x	x	x
PI-3	Revise road design standards and development standards where necessary to allow for the use of alternative transportation modes.	x	x	x
PI-4	Retrofit existing areas with bicycle and pedestrian accommodations where feasible.	x	x	x
PI-5	Accommodate alternative modes in commercial areas by requiring new commercial developments to include bike racks for bicycle parking.	x	x	x
PI-6	Assure that bicycle and pedestrian accommodations are safe and efficient.	x	x	x
PI-7	Provide a safe transportation system.	x	NA	NA
PI-8	Intelligent Transportation System (ITS) is used to increase the safety and security of the transportation system.	x	NA	NA
PI-9	Establish road systems that can be sufficiently maintained.	x	x	x
PI-10	Coordinate the provision of utilities (electric, gas, water, sewer, fiber optic) with the transportation system when feasible.	x	NA	x
PI-11	Ensure long-term maintenance of green infrastructure, both natural and man-made.	x	x	x

### Priorities and Performance Goals

All public infrastructure goals either complement or do not apply to the remaining theme statements and none of the goals contradicted other theme statements; therefore, all said public infrastructure goals are a priority for the purposes of this comprehensive plan. The table below details the performance goals related to the priority Public Infrastructure Subcommittee goals.

<b>Sub-Committee Goal</b>	<b>Performance Goal</b>	<b>Mechanism to Accomplish the Goal</b>	<b>Timeframe</b>	<b>Measurement</b>
<i>PI-2 – PI-6</i>  Accommodate alternative modes of transportation.	Attain 0.75 miles of Class I trails per square mile by constructing 92 additional miles of Class I trails	Consider trails in STU funding. Secure grant funds to construct trails	25 years. This equates to constructing 3.68 miles per year	Track construction of all trail miles
	Increase ridership on CityLink by at least 2% each year	CityLink to increase frequencies of existing routes and establish new routes according to riders demands	Next 25 years. This equates to 60,000 more rides per year	Total number of CityLink Riders.
	Work to establish passenger rail from Peoria to Bloomington	TCRPC to work with City of East Peoria, City of Bloomington, CityLink, Amtrak, etc to secure grant funds to begin this regionally significant project	25 years	Track project progression for this effort
<i>PI-2 – PI-6</i>	Construct	Add a condition	10 years	Track construction of

Accommodate alternative modes of transportation.	approximately 50 miles of additional sidewalk	to the STU criteria that considers & plans for the construction of sidewalk with roadway and new roadway projects		all sidewalk miles
<i>PI-7 &amp; PI-9</i>  Provide a safe transportation system that can be sufficiently maintained	90 percent of the state system miles be in acceptable condition at the end of the multiyear program timeframe	IDOT to allocate a significant amount of money to improve the surfaces of their roadways. more money for Safety Projects	25 years	Keep track of the annual evaluations that are done on pavement conditions
	Lower the average number of traffic crashes in Tri-County region by 25%	Adopt and Implement the Tri-County Highway Safety Plan  Continue to consider highway safety projects a high priority in STU criteria.  Work with IDOT to allocate more Highway Safety Improvement Program (HSIP) funding to locations of high	10 years	Track the number of traffic crashes in the Tri-County region

		crash rates.		
	93 percent of structures to be in acceptable condition at the end of the multiyear program timeframe	State and Local governments allocate resources to bridge repair.	80%- 5 years 90%- 10 years 100%- 25 years	Track the sufficiency rating from IDOT SIMS (Structures Information Management System)
<i>PI-7 &amp; PI-9</i>  Provide a safe transportation system that can be sufficiently maintained	Lower traffic fatalities in the region by 33%	Adopt and Implement the Tri-County Highway Safety Plan.  Continue to consider highway safety projects a high priority in STU criteria.  Work with IDOT to allocate more HSIP funding to locations of fatal accidents when improvements can be made.	10 years	Track the number of fatal crashes in the Tri-County region
<i>PI-1</i>  Educate citizens on proper road sharing techniques to accommodate all	Educate citizens on proper road sharing techniques to accommodate all transportation modes.	Emphasize road sharing in driver's training courses  IDOT, local municipalities, TCRPC, and advocacy groups	5 years	Keep track of numbers of attendees and dates of seminars/trainings

transportation modes.		to host safety seminars that address various safety issues.		
<i>PI-7</i> Provide a safe transportation system.	Creation and adoption of ordinances for the snow/ice removal of sidewalks, bus stops, etc.	Local municipalities, IDOT, CityLink, and individual property owners to create and enforce ordinances	5 years	Track the maintenance of these roadways after a snow or ice activity.
<i>PI-8</i> Increase the use of the Intelligent Transportation Systems (ITS)	All new construction projects shall include empty ducts for future fiber optic lines	Add a condition to the STU criteria that suggests the installation of empty ducts when applicable	10 years	Track the installation of all miles of empty ducts along new road construction projects.
<i>PI-11</i> Ensure long-term maintenance of green infrastructure, both natural and man-made	Identify green infrastructure improvement opportunities in existing transportation project plans.	Conduct analysis on proposed transportation projects	5 years	Measured by the completion of plans.
	Conduct \$200,000 in green infrastructure improvement with new transportation projects.	Partner with EPA, IDNR and other natural resource agencies to secure grant funding	10 years	Measured by completion of green infrastructure projects.

# THEME: BALANCED GROWTH

The link between the regional transportation system and land development is inextricable. For development to occur, certain infrastructure – such as systems that provide water, wastewater removal, and electricity – is needed. Transportation infrastructure also falls within this category. Before an area can be developed, infrastructure must be established to transport residents and users to and from the particular area.

Simply establishing transportation infrastructure to serve new development, however, is not enough. Careful attention must be paid to the factors exerting development pressure and the potential impacts of transportation infrastructure in order to ensure a proper balance between the transportation system and land use development. If transportation infrastructure is built to accommodate a quantity of development that does not occur, resources are wasted. Likewise, if transportation infrastructure cannot adequately accommodate the quantity of development that occurs, congestion can occur and infrastructure can prematurely fall into disrepair.

In order to strike this balance, this plan seeks to achieve a transportation system that will promote balanced growth. The term *balanced growth* can refer to several different situations, such as a balance between different land uses, a balance between land development and protection of natural resources, and a balance between land consumption and population. For the purposes of this plan, balanced growth refers to physical development that strikes a proper balance between land development, the transportation system, and natural resources, ensuring that advances in each of these disciplines do not occur at the expense of the other disciplines.

The need to achieve this balance in the Peoria-Pekin urbanized area is apparent from three of the eight Planning Principles promulgated by federal transportation legislation:

1. Promote efficient system management and operation;
2. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and
3. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

An approach to achieve balanced growth will support these principles. With respect to Principle 1, achieving balanced growth will ensure sufficient capacity exists in the transportation system to efficiently move users and goods. As for Principle 2, achieving balanced growth will help

ensure land planned for growth is developed to the extent that is planned. Finally, for Principle 3, the achievement of balanced growth will only occur with a well-connected transportation system that utilizes different modes.

### Planning Principle: Promote efficient system management and operation.

#### **Efficient System Goals and Objectives**

- Create a transportation system that meets capacity and allows for efficient traffic circulation.
  - Improve north-south circulation in Tazewell and Woodford Counties.
  - Improve east-west circulation in the City of Peoria
  - Improve the connection between downtown Peoria and Peoria International Airport.
  - Identify specific transportation projects needed to accommodate expected growth in future land use plans.
  - Address expected traffic impacts when reviewing new development proposals.
  - Complete trip generation analysis for major development proposals to determine impact on transportation system.
  - Address impacts on land development when reviewing new transportation projects that utilize state or federal funding.
  - Minimize access points along arterial roadways.
- Create a transportation system that makes efficient use of rail and mass transit.
  - Improve access to Bloomington-Normal via transit or rail.
  - Increase availability of mass transit throughout the region.
    - Support City Link in implementing the findings of the 2009 Comprehensive Operational Analysis.
    - Establish schedules conducive to using mass transit.
    - Establish mass transit service between major trip generation points.
    - Establish a “park and ride” shuttle system to and from Peoria throughout the region.
- Investigate the feasibility of carpooling throughout the region.
- Build support for passenger rail service to the Peoria area.
- Develop passenger rail service that connects to major national rail routes, such as the Chicago-Los Angeles line via Galesburg.
- Investigate various funding options for expanding mass transit service.
  - Educate residents of the various funding options.

- Investigate expansion of taxing district for mass transit.
- Promote implementation of Regional Transit Study completed in 2008.
- Provide a transportation system that can be managed efficiently
- Reduce the costs of maintenance by requiring improved engineering standards for road design/construction
- New infrastructure is balanced with maintenance of existing infrastructure in a fiscally-sustainable approach
- Consider traffic circles and roundabouts where appropriate
- Improve access for safe, convenient, and economical movements of goods and people through access management practices
- Study conflicts between passenger and freight transportation
- Integrate IDOT into the transportation process as early as possible
- Increase communication and interaction between jurisdictions and agencies.
- Maintain a transportation project prioritization process to provide for the best use of available funding.

The determination of specific plan goals and the selection of projects to achieve balanced growth is based on the following review of data pertaining to congestion, land use development, and intermodal connectivity in the Peoria-Pekin urbanized area.

### **Efficient System Operation Data**

#### *Average Daily Traffic and Congestion*

The transportation system in the Peoria-Pekin urbanized area operates efficiently when congestion does not occur. Congestion can be described as the condition where the level of performance does not meet the demand of using the transportation system. Where performance does meet demand, adequate capacity exists and the users move efficiently through the system.

The Peoria-Pekin urbanized area does not have an ongoing process for monitoring congestion, but data about the regional transportation system is available from which analysis of congestion in the region can occur. A review of average daily traffic counts in the region can help identify areas where congestion or the potential for congestion occurs. Table 4 presents selected average daily traffic counts that are among the highest in the region.

Table 4: Selected Average Daily Traffic Counts in Peoria-Pekin Urbanized Area.

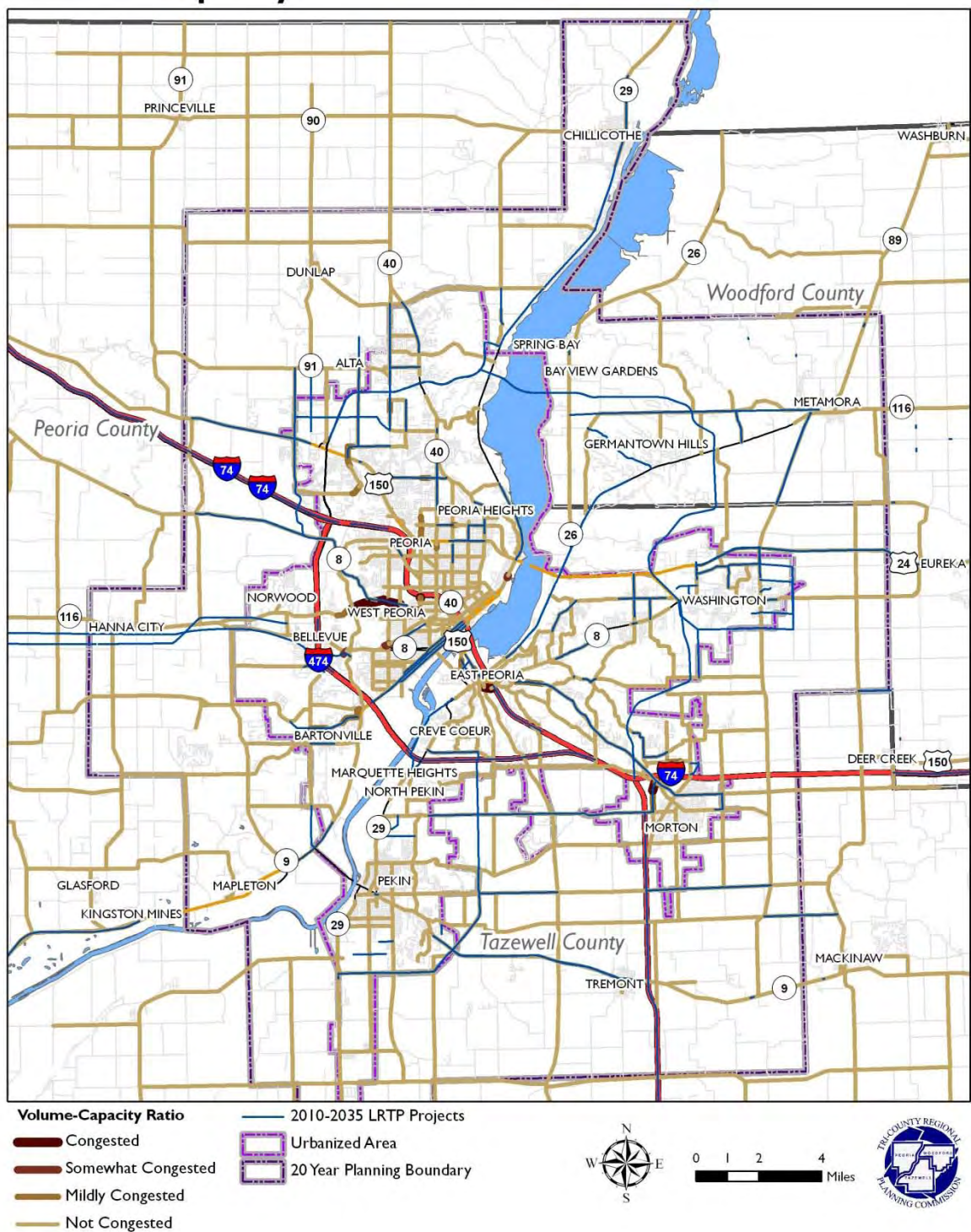
Roadway	Location	Count
Interstate 74	Murray Baker Bridge	56,600
Interstate 74	between Interstate 474 and Interstate 155	54,300
US 150	south of Allen Road	43,600
US 150	McClugage Bridge	37,900
Interstate 474	south of Interstate 74	36,300
Illinois 116	northeast of Interstate 74	30,900
Adams Street	Interstate 474	28,900
Illinois 29	south of Interstate 474	28,600
Illinois 116	north of US 150	28,300
Knoxville Avenue	north of Pioneer Parkway	27,300
US 24	east of Illinois 116	25,600
Court Street	east Pekin	25,100
Interstate 74	west of Peoria	23,900
Illinois 8	East Peoria	22,400
US 24 Business Route	Intersection with Cummings Lane	20,900

A review of average daily traffic counts by itself does not identify areas of congestion because *volume* is the only attribute that can be gleaned from the data. To identify areas of congestion, both *volume* and *capacity* of roadways is needed. Therefore, this review can help to identify areas where congestion may occur or has the potential to occur. According to the selected counts, congestion may occur or has the potential to occur at junctions of major interstate highways, Illinois River crossings, junctions of major state and federal highways, arterial roadways in urban areas, and junctions of major state or federal highways and interstate highways. Additionally, temporary congestion can occur during special events or inclement weather. In these instances, technology can be used to notify users of unique circumstances and preferred or alternative routes. Furthermore, fast growing areas such as north Peoria, Washington, and southern Woodford County near Germantown Hills possibly experience congestion. Moving forward, these areas should be monitored to determine the extent to which congestion occurs and the appropriate practices to be put in place to mitigate congestion.

A travel demand model developed for the Tri-County region provides information about congested roadways in the region. The model contains both the traffic volume on local roadways and the capacity of local roadways, and a volume-capacity ratio is available for different roadway segments. For the purposes of this plan, roadway segments with a volume-capacity ratio greater than 1.0 are defined as congested roadway segments. These segments –

portions of Farmington Road in Peoria County, University Street in Peoria, Washington Street in East Peoria, and Detroit Avenue in Morton – are shown in Map 7.

Map 7: Volume-Capacity Ratio of Area Roadways.



A recent analysis of the volume and capacity of local highways was completed in December 2005 as part of a freight transportation study completed for the Heart of Illinois Regional Port District by Tri-County Regional Planning Commission and Heartland Partnership. The study compared the threshold level of service for average annual daily traffic (AADT) and percent truck traffic to the actual AADT and percent truck traffic for two lane highways, four lane highways, and four lane interstate highways in the region to identify local highways that operate at a subpar level of service. For example, the threshold level of service for AADT and percent truck traffic is 10,000 vehicles and 10 percent, respectively, for a two lane highway; any two lane highways that have an AADT of 10,000 and/or percent truck traffic of 10 percent or greater were identified as operating at a subpar level of service.

After this analysis was completed, the projected twenty year growth rate for highway freight transportation – 32 percent – was applied to identify the highways that could be operating at a subpar level of service in 2020. These highways are listed in Table 5 below.

Table 5: Highways with Projected Subpar Level of Service in 2020.

Highway	Location
Allen Road	south of Illinois Route 6
Illinois Route 116	between US Route 24 and Interstate 74
Illinois Route 117	between Eureka and Goodfield
Illinois Route 29	Pekin
Illinois Route 29	at Interstate 474
Illinois Route 40	portions in Peoria
Illinois Route 8	between Washington and East Peoria
Illinois Route 8	portions in Peoria
Illinois Route 98	in North Pekin and Morton
Interstate 74	crossing the Illinois River
Interstate 74	at Interstate 474
US Route 150	portions in Peoria
US Route 24	between Eureka and El Paso
US Route 24	through Washington
US Route 24	crossing the Illinois River
US Route 24	south of Mapleton
US Route 24	at Interstate 474

IDOT maintains traffic count information and monitors emerging congestion problems. The use of technology to communicate information to motorists and the improvement of intermodal connections to improve the flow of freight traffic have been proposed as ways of relieving

congestion. These are examples of practices that could be implemented to relieve congestion should it occur on local highways.

The potential for congestion is greatest during the particular portions of the morning and late afternoon when individuals are traveling to and returning from work and school. The times that workers leave home to go to work are presented in Table 6. Not surprisingly, the majority of workers leave home in the morning, with nearly one-third leaving between 7:00 a.m. and 7:59 a.m., nearly 45 percent leaving between 6:30 a.m. and 7:59 a.m., and nearly two thirds leaving between 6:00 a.m. and 8:29 a.m.

Table 6: Time Leaving Home to Go To Work in Peoria-Pekin MSA.

<b>Time Leaving Home</b>	<b>No. of Workers</b>	<b>Percent of Total</b>
<b>Total</b>	<b>163,492</b>	<b>-</b>
<b>Did not work at home</b>	<b>159,168</b>	<b>100.0%</b>
12:00 a.m. to 4:59 a.m.	4,613	2.9%
5:00 a.m. to 5:29 a.m.	3,875	2.4%
5:30 a.m. to 5:59 a.m.	7,347	4.6%
6:00 a.m. to 6:29 a.m.	14,399	9.0%
6:30 a.m. to 6:59 a.m.	18,866	11.9%
7:00 a.m. to 7:29 a.m.	24,932	15.7%
7:30 a.m. to 7:59 a.m.	27,717	17.4%
8:00 a.m. to 8:29 a.m.	14,331	9.0%
8:30 a.m. to 8:59 a.m.	7,125	4.5%
9:00 a.m. to 9:59 a.m.	5,970	3.8%
10:00 a.m. to 10:59 a.m.	3,146	2.0%
11:00 a.m. to 11:59 a.m.	1,449	0.9%
12:00 p.m. to 3:59 p.m.	12,832	8.1%
4:00 p.m. to 11:59 p.m.	12,566	7.9%
<b>Worked at home</b>	<b>4,324</b>	<b>-</b>

Moving forward, roadways that have the potential for congestion should be monitored during the morning hours when the majority of individuals are leaving for work and the corresponding late afternoon hours when individuals are leaving workplaces. In addition, alternative congestion management practices such as staggered work schedules and flexible work week schedules should be considered to spread vehicular traffic over longer periods of time and reduce workplace commutes.

Travel times to and from work also give an indication of possible congestion in the region. Travel times are affected by a variety of factors such as distance between home and work and necessary stops during the commute, so no clear conclusion about congestion in the region can

be drawn from travel time data. However, if travel time data is continuously monitored and significant increases in travel time occur, further analysis can be completed to determine what role, if any, congestion has in increasing travel times.

Travel times to work for the Peoria-Pekin MSA are presented in Table 7 below. Of all workers who do not work at home, more than 50 percent travel less than 20 minutes to work, and nearly 80 percent travel less than 30 minutes to reach their workplaces. Although these figures suggest congestion is minimal in the region, this data should be continuously monitored for increases in travel time in order to address possible congestion.

Table 7: Travel Times to Work in Peoria-Pekin MSA.

Travel Time	No. of Workers	Percent of Total
Total	163,492	-
Did not work at home	159,168	100.0%
Less than 5 minutes	7,473	4.7%
5 to 9 minutes	22,762	14.3%
10 to 14 minutes	28,606	18.0%
15 to 19 minutes	31,058	19.5%
20 to 24 minutes	26,947	16.9%
25 to 29 minutes	10,169	6.4%
30 to 34 minutes	16,132	10.1%
35 to 39 minutes	2,810	1.8%
40 to 44 minutes	3,013	1.9%
45 to 59 minutes	5,272	3.3%
60 to 89 minutes	2,713	1.7%
90 or more minutes	2,213	1.4%
Worked at home	4,324	-

Ultimately, a Congestion Management Process (CMP) for the region should be developed to mitigate future congestion. Utilization of a CMP – by its nature, an ongoing process – will allow for analysis of proposed transportation projects to determine their potential impact on congestion. Moving forward, development of a CMP can begin by establishing a congestion management subcommittee, defining a regional transportation network, determining performance measures for highway and transit services, and identifying relevant data sources. Once these tasks are completed, proposed projects can be analyzed for impact on congestion and the CMP can be calibrated. Considering the fact that congestion is not a widespread problem within the region, development of a CMP can help avoid significant future increases in congestion.

#### *Efficient System Management*

Sometimes, isolated events occur that reduce the efficiency of the transportation system. Construction projects, collisions, and emergency situations can lead to congestion and inefficient traffic flow. In these situations, the presence of intelligent transportation systems, or ITS, can effectively manage the transportation system by preventing congestion and maintaining adequate traffic flow.

ITS refers to the use of information and communications technology with the transportation infrastructure in order to manage the transportation system. ITS was used locally when improvements were being made to Interstate 74 in Peoria and East Peoria. For this project, surveillance cameras and traffic sensors were used to monitor traffic flow and gather real-time traffic information. When the information gathered indicated an issue that needed to be communicated, message boards along roadways and other communication processes were used to convey information to roadway users and emergency services personnel. The result was the provision of information to allow the transportation system to operate efficiently.

As discussed in the Public Infrastructure chapter, a Regional ITS Architecture was developed for PPUATS in 2006 to allow for the development of regional ITS. ITS is beneficial for enabling the transportation system to operate efficiently when unforeseen events occur. Therefore, the specific regional ITS activities listed in the Regional ITS Architecture document should be implemented to effectively manage the regional transportation system.

Planning Principle: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

### **Land Use Planning Goals**

- Implement the recommendations of the Regional Plan (“Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects”).
- Create a transportation network that is coordinated with land development to ensure safety, minimize congestion, optimize vehicle miles traveled, and ensure maintenance and functionality of the network.
- Build mixed, instead of separate, land uses.
  - Revise zoning standards to address form in addition to use.
  - Facilitate regional revision of zoning standards.
- Achieve more compact development and increased development density.

- Revise zoning standards where appropriate.
  - Revise subdivision standards where appropriate.
  - Facilitate regional revision of zoning and subdivision standards.
- Achieve connectivity within land uses.
  - Provide direct connections between separate developments, such as residential subdivisions.
  - Provide for future connection between newly constructed local streets and undeveloped areas that likely will be developed in the future.
  - Revise subdivision standards to address cul-de-sacs by adopting a maximum length for dead-end streets.
  - Provide linkages between bicycle and pedestrian accommodations in separate residential subdivisions and commercial developments.
- Address agricultural preservation when developing new roadway projects.
- Support the establishment of transit-oriented development where feasible.
- Incorporate road design that promotes efficient circulation, economic development, and environmental protection.
- Use alternative road layouts in commercial areas.
  - Research reconstructions of commercial corridors that promote business development and revitalization. Review the reconstruction of Harlem Avenue in Chicago and the subsequent revitalization of the corridor.
  - Provide direct connections between separate commercial properties.
- Design roads that are sensitive to the surrounding context.
- Educate individuals about the environmental and financial benefits of narrower streets and decrease the width of residential streets
- Coordinate road design with appropriate departments such as planning and growth, public works, water, wastewater, and fire
- Design roads to reduce storm water runoff and facilitate improved storm water management
- Utilize transportation demand modeling to integrate land use and transportation planning
- Plan and implement road improvements prior to developing new subdivisions or commercial/industrial areas
- Encourage the private sector to share responsibility for and to participate in transportation improvements and programs
- Use complete street standards when building new roads or adding capacity to existing roads
- Ensure that the region continues to comply with EPA air quality attainment standards.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Implement the recommendations of the Greenways and Trails Plan for Peoria, Tazewell and Woodford Counties
- Establish a multi-modal freight facility that accommodates barges, trucks, and trains.
- Passenger rail is an option within and between urbanized areas
  - Develop a rail alternative (i.e. light rail, electric with wheels trolley or tram) between the Greater Peoria Airport and downtown
  - Passenger rail must be on time and dependable
  - Obtain passenger rail service from Peoria to Bloomington-Normal to connect to the St. Louis to Chicago Amtrak line
- Residents in the urbanized area have access to safe, affordable and accessible mass transit
  - Work with the Greater Peoria Mass Transit District (CityLink) to improve mass transit routes and schedules; for example, better accommodations for shift changes at employment centers
  - Work with CityLink to develop for a north transfer center
  - Research alternative ways of providing transit services throughout region (e.g., park and ride, shuttle-like service)
  - Improve transit options for the aging population and people with disabilities
  - Implement the recommendations of the Human Service Transportation Plan

## **Land Use Planning and Transportation**

Promoting consistency between transportation improvements and planned growth and economic development patterns is crucial because achieving this objective will help achieve the other objectives that comprise this Planning Principle. Coordinating transportation improvements with planned growth patterns will protect and enhance the environment by consuming only that land which is necessary for growth and transportation improvements, enabling more land, including environmentally significant areas, to be preserved. Coordination will help promote energy conservation by reducing travel times and better enabling the use of mass transit, both of which will reduce the consumption of fuel and carbon dioxide emissions. Finally, coordination will improve the quality of life by reducing the time individuals spend traveling, improving air quality, and enabling the use of additional transportation modes for practical and recreational use.

The creation of this Long Range Transportation Plan coincides with a period of substantial land use planning in the region. The Regional Plan and local county land use plans either have been completed recently or are being completed. These planning processes provide timely data that can be used in this Plan to better coordinate transportation improvements with planned growth patterns.

*Regional Plan (“Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects”)*

The Regional Plan was begun in the summer of 2008 for the entire Tri-County region to integrate the disciplines of land use development, transportation and environmental protection. The recognition that land use development and transportation improvements could be better coordinated in the region was one of the factors that initiated this planning process, and the recommendations the plan will produce for better coordinating land use development and transportation improvements will be beneficial for the region in the future. The Regional Plan also will include a section devoted to “Green Highways” that will provide recommendations on how transportation improvements can better promote natural resource protection by addressing stormwater runoff, habitat sustainability, and other topics. The recommendations of the Regional Plan for both better coordinating land use development with transportation improvements and “greening” our roadways should be considered in tandem with the recommended policies and projects from this Plan in the future to help achieve sustainable growth patterns and a sustainable transportation network.

## **Planned Growth Data**

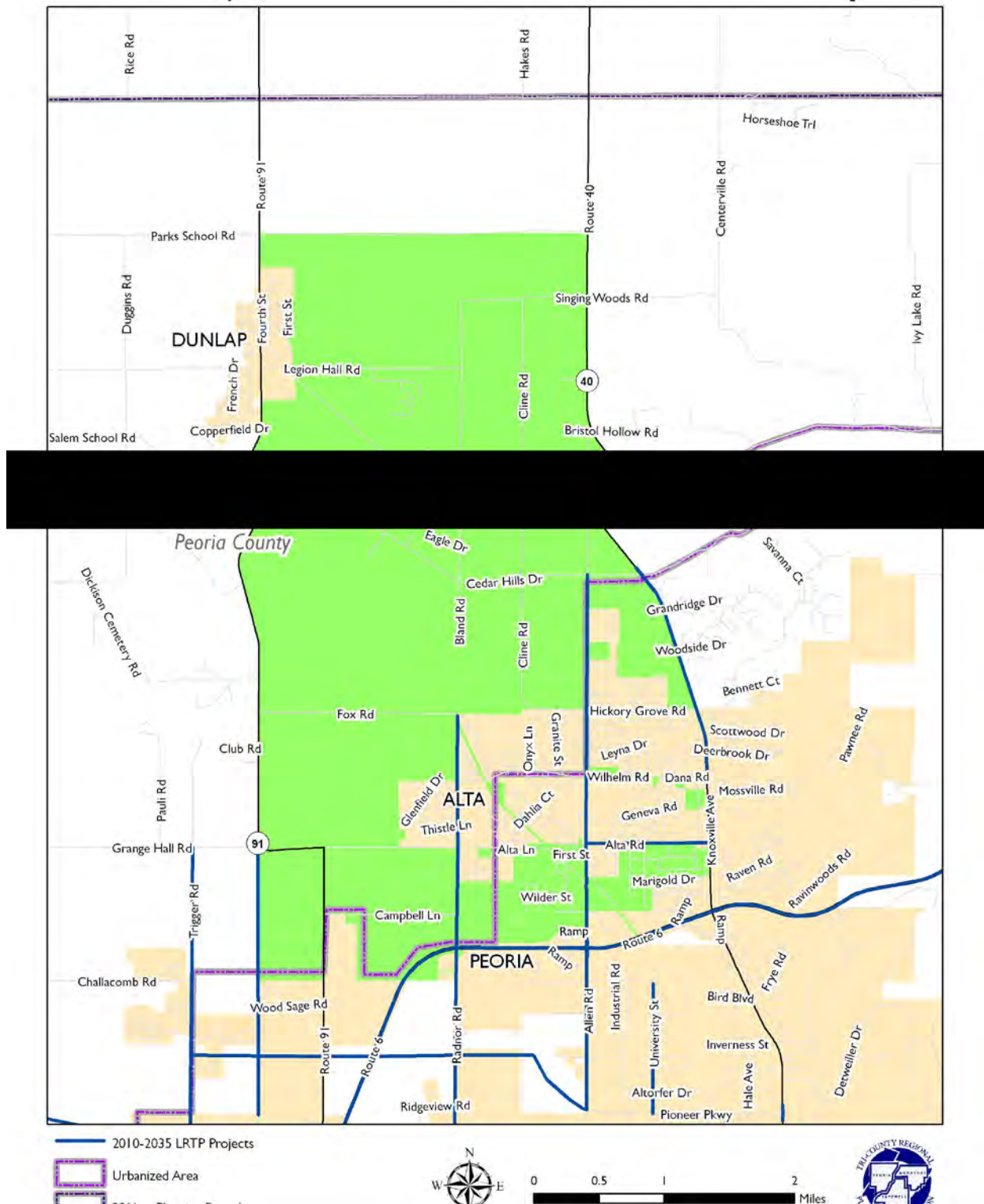
*Local County Land Use Plans*

Peoria County adopted its latest Comprehensive Land Use Plan in August 2009. The future land use map included with this plan directs future growth to be located adjacent to existing urban areas, around existing villages, and at Interstate 74 interchanges. The Plan identified one area of special interest that is witnessing tremendous growth and continued development pressure. This area, shown in Map 8, is located between the Village of Dunlap to the northwest and the City of Peoria to the southeast and is generally bounded by Illinois Route 91 to the west, Parks School Road to the north, and Illinois Route 40 to the east. This area will continue to be developed, and the intensity of development and the impacts on the regional transportation system should be carefully monitored to ensure the transportation system can safely and efficiently accommodate this growth.

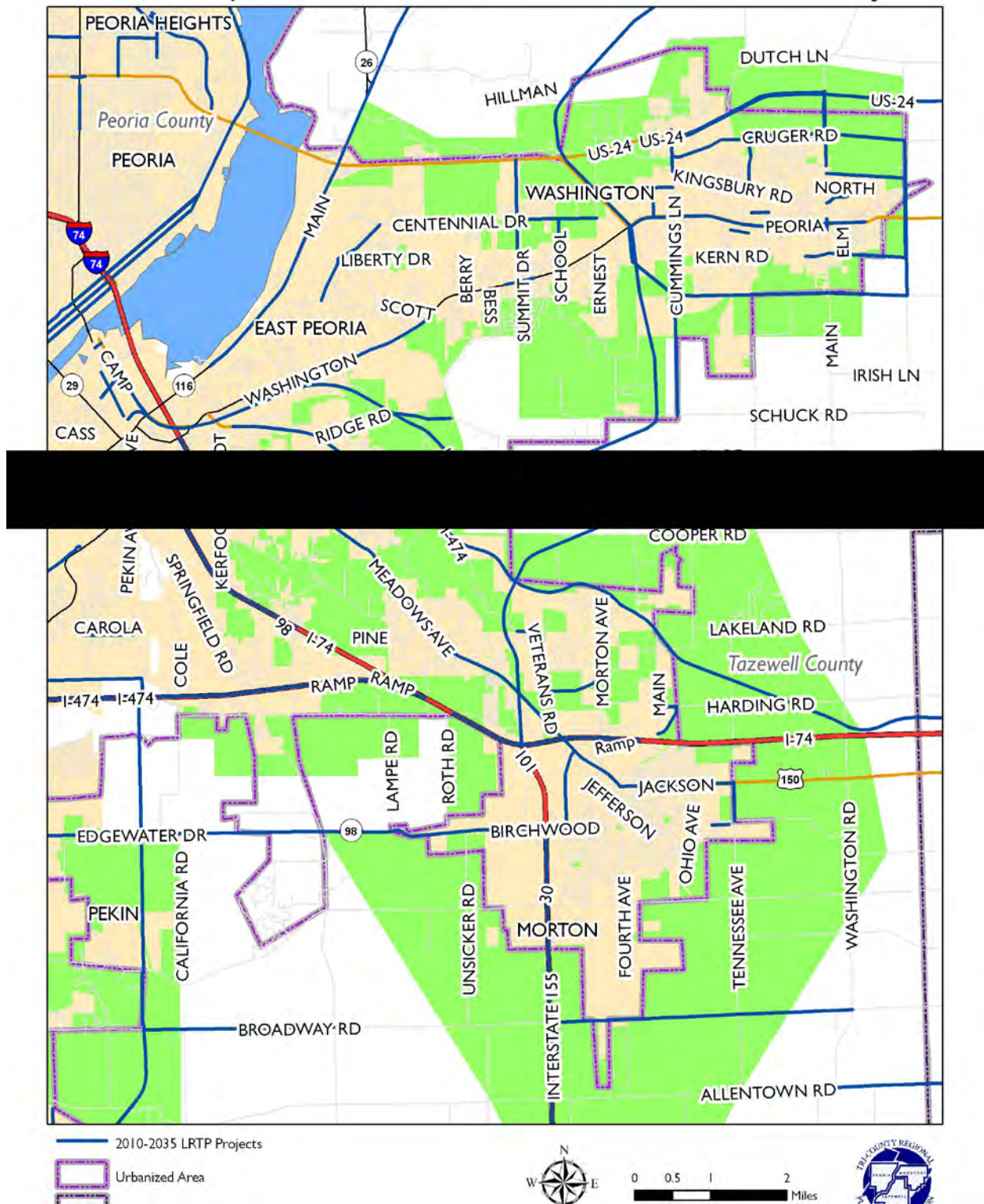
Tazewell County is in the process of updating its Comprehensive Land Use Plan. A review of recent building permits issued by the County conducted as part of the planning process reveals that the area north of Washington, the area between Washington, East Peoria and Morton, and the area between Pekin and Morton shown in Map 9 has experienced significant development pressure. In addition, the area northeast of Mackinaw and land east of Hopedale has experienced concentrated development where new subdivisions have been built. The areas adjacent to municipalities in northern Tazewell County and isolated residential subdivisions in the County should be monitored to ensure new development can be adequately served by the transportation system.

Woodford County also is in the process of updating its Comprehensive Land Use Plan. The area near Germantown Hills has experienced substantial population growth in recent years, and the western portion of the County encompassing Metamora, Germantown Hills, Spring Bay, and the proposed Eastern Bypass – shown in Map 10 – is targeted for future residential and commercial growth. Growth is also targeted for the areas that immediately surround communities such as El Paso, Eureka, and Roanoke. As elsewhere in the region, growth in Woodford County should be monitored and steered where it can be safely and efficiently served by the existing transportation system and suitable transportation improvements.

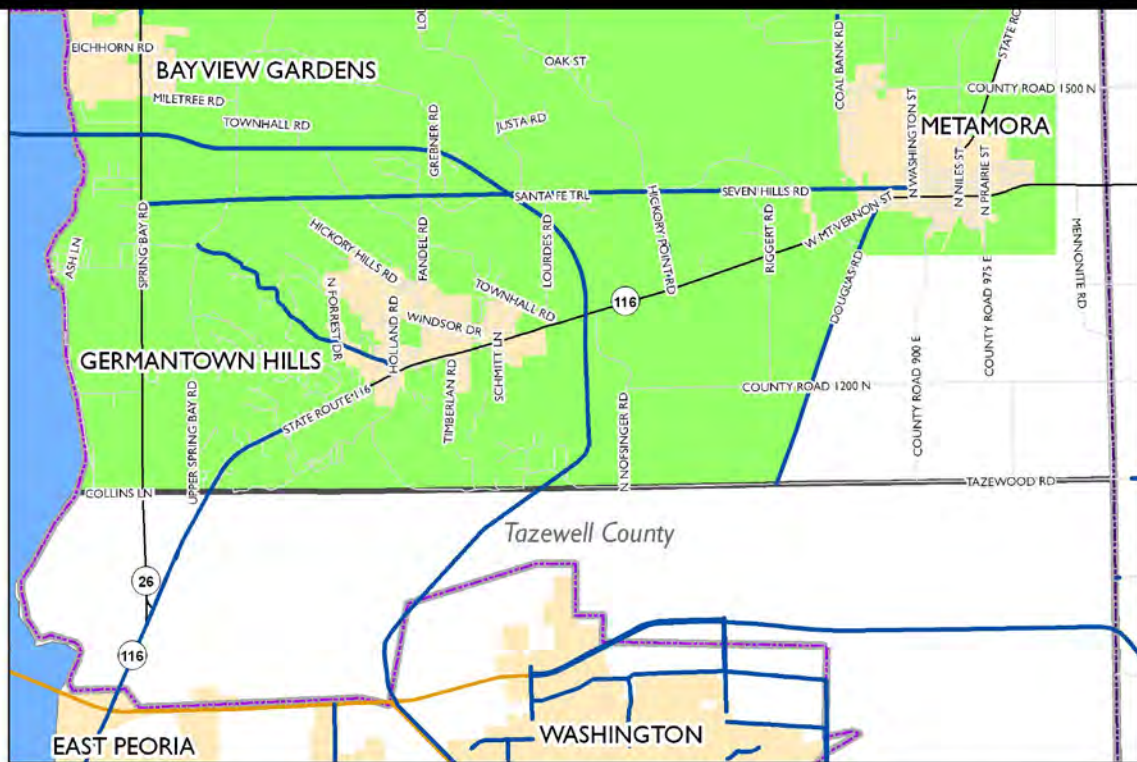
Map 8: Area of Projected Growth Between Peoria and Dunlap.



Map 9: Area of Projected Growth in Northern Tazewell County.



Map 10: Area of Projected Growth in Western Woodford County.

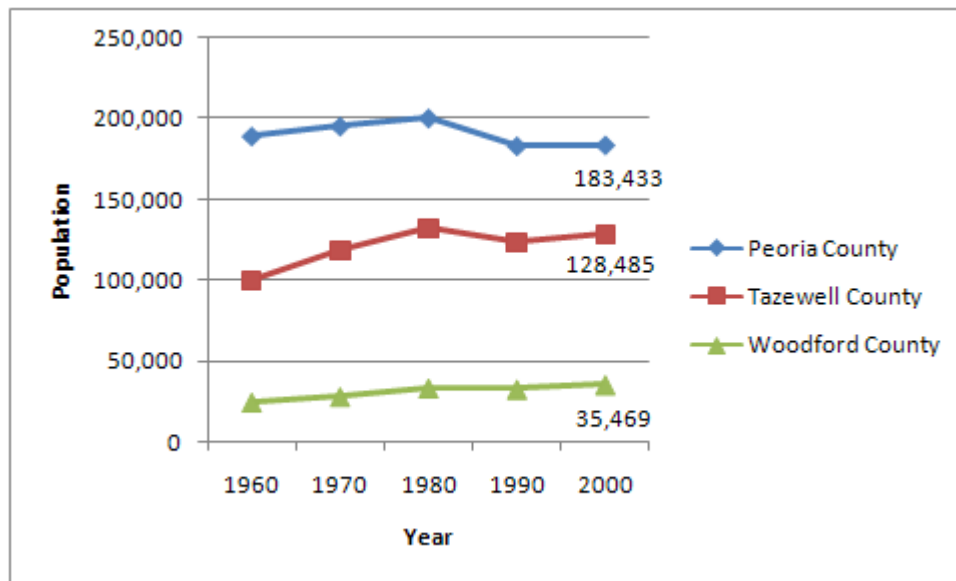


### Population Trends

The expansion of the UA in the future is based on the simple assumption that the population of the Peoria area will grow and additional land will be developed to accommodate a larger

population. The population of all three counties in the region has increased in every recent decade except for the 1980s, when the national economic downturn substantially impacted local manufacturing operations. Recent population dynamics for the three counties are presented in Chart 8 below. It is reasonable to assume that the regional population will continue to increase.

Chart 8: Population Change in Tri-County Region.



The important questions to answer for transportation planning are:

*In what areas of the region will the population increase?*

*In what areas of the region will the population decrease?*

Identifying these areas will help in the process of identifying needed transportation improvements for the region.

Recent population estimates indicate that Tazewell and Woodford Counties are growing while Peoria County is losing population. A comparison of the counties' population in 2000 with 2007 population estimates developed by the United States Census Bureau is presented in Table 8. Certainly, individual areas within each county are increasing in population while other areas are decreasing in population or have a population that remains fairly constant, so this data cannot be interpreted to mean that growth is only occurring east of the Illinois River. However, because Peoria remains by far the region's largest city, this data suggests that more individuals are living in Tazewell and Woodford Counties and traveling to Peoria for work, shopping, and

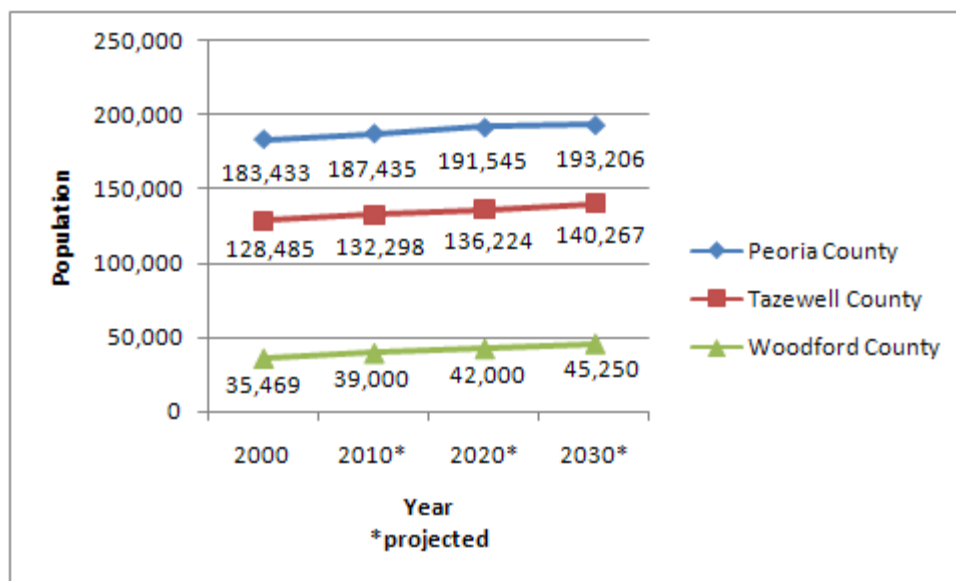
recreation. The impact of these population dynamics must be considered when transportation improvements serving Tazewell and Woodford Counties and connecting these counties with Peoria are planned.

Table 8: Estimated Population Change in Tri-County Region from 2000 to 2007.

	2000	2007 (estimated)	Total Change	Percent Change
<b>Peoria County</b>	183,433	182,993	-440	-0.24%
<b>Tazewell County</b>	128,485	131,154	2,669	2.08%
<b>Woodford County</b>	35,469	38,017	2,548	7.18%

Population projections for each of the three counties were developed as part of each county's comprehensive land use planning process. Each projection forecasts an increase in population. The projected population increases are shown in Chart 9 below.

Chart 9: Projected Population Change in Tri-County Region.



The contrast between Peoria County's apparent population change from 2000 to 2007 presented in Table 8 and its projected future population presented in Chart 8 illustrates the difficulty of projecting future population change. For starters, changes in migration patterns, changes in economic cycles, and natural disasters can have drastic impacts on population change in any given place; the future never can be accurately foreseen. In addition, different methods can be used to project future population change. These methods range from a simple population projection based on past trends to the more complex cohort population analysis

that utilizes birth and death rates for different age groups and migration estimates to generate projections. Thus, depending on the method that is used and the assumptions that are made, different projections can be generated for the same locality.

Due to the difficult nature of projecting population change, it is wise to plan for a range of potential population scenarios. In addition, future population changes both countywide and in specific areas of the region should be monitored so that transportation improvements are targeted for appropriate locations. The population of any location is never static, and attention always must be paid to the factors driving population change to obtain a suitable understanding of changing population dynamics in the region.

Ultimately, for the purposes of this plan, the projections put forth in Chart 9 are the best estimates of future population change for the three counties in the region. Moderate absolute changes are expected, with the populations of Peoria and Woodford Counties increasing by approximately 10,000 residents from 2000 to 2030 and the population of Tazewell County increasing by approximately 12,000 residents during the same time period. The areas shown in Maps 7, 8, and 9 are expected to experience development as communities push outward. Additionally, Peoria will remain the dominant employment center of the region, so as growth occurs along the edges and outside of the AUA, the movement of people and goods between these areas and Peoria must be taken into account. Transportation improvements should accommodate increasing numbers of individuals traveling to and from Peoria safely and efficiently while serving the areas of the region that are best suited for development.

### *LEAM Forecasts*

The University of Illinois at Urbana-Champaign has developed a computer-based land use model that projects the quantity and location of future development. Called the Land Use Evolution and Impact Assessment Model, or LEAM, the tool was used in 2003 to forecast future land use changes in the Tri-County region out to 2050. The information yielded by LEAM is valuable in projecting where transportation improvements should be targeted to serve an increased population and direct future growth to the optimal locations.

The forecasted land use changes generated by LEAM generally align with the forecasted areas of growth in Peoria, Tazewell, and Woodford Counties discussed in the *Land Use Planning* section of this chapter. One significant finding from the LEAM forecast is that if land development occurs in the “business as usual” fashion, growth will occur primarily along major roadways, fostering leapfrog development and a sprawling development pattern. This development pattern does not reflect the integration of transportation and land development.

Transportation improvements should be completed with an emphasis on the desired future land development pattern in order to steer new development toward the most appropriate areas.

Planning Principle: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

### **Enhanced Integration and Transportation**

A well-integrated transportation system is important because the transportation system exists to move people and freight across many different land use types, from residential subdivisions to commercial shopping centers to industrial operations, to name only a few. In order for the system to efficiently and safely move people and goods, it cannot be developed in a static fashion. Rather, improvements to the transportation system must be made only after consideration is given to how the improvements will impact land use development, the natural environment, the movement of people, the movement of freight, and other factors that are directly impacted by the transportation system. A system that is integrated with these factors is a system that will efficiently and safely move people and goods across and through the region while promoting sound land use development, natural resource protection, and other goals a community may have.

Similarly, a transportation system must be well-connected to serve its users in an efficient and safe manner. The recent improvements made to Interstate 74 in Peoria illustrate the importance of connectivity within a transportation system. Prior to improvements, the westernmost interchange in Peoria existed at War Memorial Drive. The area near this interchange developed into one of the city's major commercial areas, generating a substantial number of trips per day. The improvements to Interstate 74 included construction of a new interchange at Sterling Avenue west of War Memorial Drive to allow better access to this area. This improvement increased connectivity between Interstate 74 and the local street system, relieving congestion and improving efficiency in this area. Establishing connectivity both across modes and between different modes, such as automobiles and mass transit, will lead to these results.

### *Integration*

The development of this Long Range Transportation Plan is one step in integrating the regional transportation system with the needs it serves. A well-functioning transportation system should

promote balanced growth, facilitate economic development, advance green infrastructure, and represent wise investments in public infrastructure. This plan puts forth goals and objectives for the regional transportation system that pertain to these topics, and this represents the fashion in which future plans and studies should be developed. Whether they be land use plans, environmental protection plans, economic development studies, or future versions of this Plan, future planning exercises should thoroughly examine the impacts of the topic of study on the transportation system to ensure an integrated transportation system is developed and maintained.

Another document that will guide the integration of the transportation system with regional needs is the Regional Plan. This plan is currently being developed by Tri-County Regional Planning Commission to identify ways in which land use development, the transportation system, and environmental protection can be strengthened in the region without hindering any one of these disciplines. This plan is discussed in further detail in the *Land Use Planning* section above and should be referred to in the future to guide transportation decisions.

### *Connectivity*

The movement of people and the movement of freight each require careful attention because of the distinct differences between the two processes. The most important difference is the primary modes utilized by each process. The movement of people is facilitated by automobiles, mass transit, bicycles, and pedestrian accommodations. The movement of freight is facilitated by trucks, trains, barges, and airplanes. Recognition of the different modes used in these processes enables the identification of possible connections between modes, and recently, new connections have begun to be explored.

### *Connectivity Between Modes for Movement of People*

One primary connection for movement of people is that between automobiles and mass transit. Establishing a connection between these modes via a “park and ride” arrangement offers multiple benefits to the user and the transportation system. The user benefits by having a direct trip to his or her destination while being able to complete other activities in lieu of driving. The transportation system benefits by reduced vehicular traffic and reduced carbon dioxide emissions. The idea of a park and ride arrangement in the region recently has been raised.

A Comprehensive Operations Analysis (COA) was completed for CityLink in April 2009 by Connetics Transportation Group. The COA provided a thorough review of CityLink’s fixed-route

transit services and identified opportunities to optimize those services. One recommendation was a new transit route to provide peak-hour express service between a park and ride facility in North Peoria, Downtown Peoria, and Caterpillar's East Peoria facilities. No park and ride facility currently exists in North Peoria; Northwoods Community Church at the intersection of Allen Road and Wilhelm Road was identified as a potential facility subject to negotiations and an agreement with the church.

This arrangement would be beneficial given the status of North Peoria as a fast-growing residential area and the status of Downtown Peoria and East Peoria's Caterpillar facilities as major employment centers. The proposed transit route would travel along Knoxville Avenue, Illinois Route 6, and Interstate 74, three heavily-travelled roadways. Reducing traffic along these roadways could be a major benefit of the proposed service, and the identification and implementation of other park and ride arrangements, where feasible, would improve the efficiency of the regional transportation system.

#### *Connectivity Between Modes for Movement of Freight*

Enabling connections between different modes for the movement of freight has received increased attention recently. According to the Supply Chain Logistics and Transportation Indicator Study completed for the Heart of Illinois Regional Port District, or TransPORT, in 2005, intermodal traffic – such as the movement of containers via rail and either truck or barge/ship – was the fastest growing segment of the rail freight industry from 1995 to 2004. Due to the increasingly global nature of manufacturing and longer, more complex supply chains, intermodal freight transportation has become important in making supply chains more efficient.

The mission of TransPORT is to promote the creation of transportation and industrial employment opportunities for the region, in part through enhancing the development of intermodal freight facilities within the six counties that comprise the District. To that end, the Supply Chain Logistics and Transportation Indicator Study identified thirteen sites along the Illinois River within the District that could serve as new or expanded port facilities. The majority of the sites identified are located near a state or federal highway and a railroad to allow for intermodal capability. TransPORT is working to redevelop one of these sites, a former Caterpillar foundry at Mapleton in southern Peoria County, into an industrial park for businesses seeking to utilize road, rail, and river transportation. The work of TransPORT will continue to emphasize intermodal connections in promoting the freight transportation industry in the region.

## Balanced Growth and Theme Relationships

The composition of urban growth in a region defines a community. The balance of work force developments, parks and recreation, and green infrastructure are the building blocks. The transportation system is what makes the community go. As stated by Randy Blankenhorn, director of Chicago Metropolitan Agency on Planning, at the 2009 PPUATS Transportation Symposium, the roads and trails are not the end product; they are a mechanism to achieve a thriving community that can transport goods and services efficiently. Roads and trails themselves cannot create efficiency; communities must be thoughtfully built to decrease travel distances and provide alternative transportation methods to the private automobile. Transportation planners must *plan* with land use planners instead of *reacting* to each other. It is only with this vital communication that the region's leaders can achieve balanced sustainable communities that foster a greater quality of life and a healthy economy for the communities of Central Illinois.

## Balanced Growth Goal Matrix

The table below is a matrix comparing the balanced growth goals with summary goal statements for each of the remaining themes. The "x" indicates that the goal complements the theme, "o" indicates the goal conflicts with the theme, and "NA" indicates that the goal is not applicable to a theme. The matrix is a device to assist in the prioritization of the goals and to set a framework for policy improvements. Goals that complement all themes, for example, will take precedence in implementation over goals that are incompatible with other regional themes. The goals are compared against the following summary theme statements:

- **Public Infrastructure:** the goal increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.
- **Economic Development:** the goal benefits existing regional business/industry, or provides impetus for new net job growth.
- **Green Infrastructure:** the goal improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

Identification Number	Balanced Growth	Economic Development	Green Infrastructure	Public Infrastructure
BG-1	Create a transportation	x	NA	x

	system that meets capacity and allows for efficient traffic circulation.			
BG-2	Create a transportation system that makes efficient use of rail and mass transit.	x	x	x
BG-3	Investigate the feasibility of carpooling throughout the region.	x	x	x
BG-4	Build support for passenger rail service to the Peoria area.	x	x	x
BG-5	Develop passenger rail service that connects to major national rail routes, such as the Chicago-Los Angeles line via Galesburg.	x	x	x
BG-6	Investigate various funding options for expanding mass transit service.	x	x	x
BG-7	Promote implementation of feasible and pertinent components of the Regional Transit Study completed in 2008.	x	x	x
BG-8	Provide a transportation system that can be managed efficiently.	x	NA	x

BG-9	Reduce the costs of maintenance by requiring improved engineering standards for road design/construction.	x	x	x
BG-10	New infrastructure is balanced with maintenance of existing infrastructure in a fiscally-sustainable approach.	x	x	x
BG-11	Consider traffic circles and roundabouts where appropriate.	x	NA	x
BG-12	Improve access for safe, convenient, and economical movements of goods and people through access management practices.	x	NA	x
BG-13	Study conflicts between passenger and freight transportation.	x	x	x
BG-14	Integrate IDOT into the transportation process as early as possible.	x	x	x
BG-15	Increase communication and interaction between jurisdictions and			

	agencies.	NA	NA	NA
BG-16	Maintain a transportation project prioritization process to provide for the best use of available funding.	x	NA	x
BG-17	Implement the recommendations of the Regional Integrated Land Use, Environment and Transportation Plan for Peoria, Tazewell and Woodford Counties.	x	x	x
BG-18	Create a transportation network that is coordinated with land development to ensure safety, minimize congestion, optimize vehicle miles traveled, and ensure maintenance and functionality of the network.	x	NA	x
BG-19	Build mixed, instead of separate, land uses.	x	x	x
BG-20	Achieve more compact development and increased			

	development density.	x	x	x
BG-21	Achieve connectivity within land uses.	x	NA	x
BG-22	Address agricultural preservation when developing new roadway projects.	x	x	x
BG-23	Support the establishment of transit-oriented development where feasible.	x	x	x
BG-24	Incorporate road design that promotes efficient circulation, economic development, and environmental protection.	x	x	x
BG-25	Use alternative road layouts in commercial areas.	x	NA	x
BG-26	Design roads that are sensitive to the surrounding context.	x	x	x
BG-27	Educate individuals about the environmental and financial benefits of narrower streets and decrease the width of residential streets.	NA	x	x
BG-28	Coordinate road design with appropriate departments such as			

	planning and growth, public works, water, wastewater, and fire.	x	x	x
BG-29	Design roads to reduce storm water runoff and facilitate improved storm water management.	x	x	x
BG-30	Utilize transportation demand modeling to integrate land use and transportation planning.	x	x	x
BG-31	Plan and implement road improvements prior to developing new subdivisions or commercial/industrial areas.	x	x	x
BG-32	Encourage the private sector to share responsibility for and to participate in transportation improvements and programs.	x	NA	x
BG-33	Use complete street standards when building new roads or adding capacity to existing roads.	x	x	x
BG-34	Ensure that the region continues to comply with EPA air quality attainment			

	standards.	x	x	x
BG-35	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	x	x	x
BG-36	Implement the recommendations of the Greenways and Trails Plan for Peoria, Tazewell and Woodford Counties.	x	x	x
BG-37	Establish a multi-modal freight facility that accommodates barges, trucks, and trains.	x	NA	x
BG-38	Passenger rail is an option within and between urbanized areas.	x	x	x
BG-39	Residents in the urbanized area have access to safe, affordable and accessible mass transit.	x	x	x

### Priorities and Performance Measures

All balanced growth goals that either complement or do not apply to the remaining theme statements are a priority for the purposes of this comprehensive plan. The only goal that contradicts one of the other themes – and thus is not a priority – is BG 10: “New infrastructure

is balanced with maintenance of existing infrastructure in a fiscally-sustainable approach.” The table below details the performance measures related to the Balanced Growth Subcommittee goals.

<b>Sub-Committee Goal</b>	<b>Performance Goal</b>	<b>Mechanism to Accomplish the Goal</b>	<b>Timeframe</b>	<b>Measurement</b>
<i>BG-1</i> Create a system that meets capacity and allows for efficient circulation.	95 % of all roadways have a volume-capacity ratio less than 1.	A combination of denser land development patterns, increased mass transit usage, and new road construction.	25 years	Comparison of future volume-capacity ratios to current volume-capacity ratios.
<i>BG-2</i> Create a transportation system that uses rail and mass transit.	Addressed in “Public Infrastructure” and “Economic Development.”			
<i>BG-3</i> Investigate carpooling.	Meetings with potential providers and users to determine feasibility.	TCRPC can maintain contact with iCarpool and use incoming funding to promote carpooling.	5 years	Number of meetings held.
<i>BG-4</i> Build support for passenger rail.	Addressed in “Public Infrastructure” and “Economic Development.”			
<i>BG-5</i> Develop passenger rail	Passenger rail service that accesses the Chicago-Los Angeles route.	IDOT, Amtrak, local governments, and other entities can work together to examine feasibility of	25 years.	Number of meetings held and existence of studies examining this

service.		connection.		connection.
<i>BG-6</i> Investigate various funding options.	Completion of study that analyzes feasibility of different funding options for expanding mass transit service.	TCRPC, CityLink and appropriate local governments listed in Regional Transit Study can work together to obtain funding for study.	5 years	Existence of study.
<i>BG-7</i> Promote implementation of Regional Transit Study.	Implementation of feasible and pertinent components of the Regional Transit Study completed in 2008.	TCRPC and CityLink can work with local entities to identify opportunities for implementing study's recommendations.	25 years	Comparison of future transit conditions with existing transit conditions.
<i>BG-8</i> Provide a system that can be managed efficiently.	Addressed in "Public Infrastructure."			
<i>BG-9</i> Reduce the costs of maintenance.	Improvement of engineering and design standards for road design and construction.	PPUATS can discuss changes to existing engineering and design standards on a regional basis.	25 years	Number of discussions held and changes in engineering and design standards.
<i>BG-10</i> Balance new infrastructure and	No associated performance goal; maintenance			

maintenance of existing infrastructure.	must be considered on a case-by-case basis.			
<i>BG-11</i> Consider traffic circles and roundabouts.	Greater awareness of traffic circles and roundabouts as design solutions.	PPUATS can discuss the instances in which traffic circles and roundabouts can be appropriately used.	5 years	Number of discussions held at PPUATS meetings.
<i>BG-12</i> Improve access through access management practices.	No associated performance goal.			
<i>BG-13</i> Study conflicts between passenger and freight transportation.	A study that identifies locations where substantial conflict between passenger transportation and freight transportation exists.	TCRPC can work with TransPORT to complete the study.	10 years	Presence of study.
<i>BG-14</i> Integrate IDOT as early as possible.	No associated performance goal.			
<i>BG-15</i> Increase communication between	No associated performance goal.			

jurisdictions.				
<i>BG-16</i> Maintain a transportation project prioritization process.	No associated performance goal.			
<i>BG-17</i> Implement the Regional Plan.	Implementation of the Regional Integrated Land Use, Environment and Transportation Plan for Peoria, Tazewell and Woodford Counties.	TCRPC can work with local entities to identify opportunities for implementing study's action items.	25 years	Comparison of future land use, environmental, and transportation conditions with existing conditions.
<i>BG-18</i> Create a transportation network that is coordinated with land development.	No associated performance goal.			
<i>BG-19</i> Build mixed land uses.	Development regulations that allow for more mixed-use development,	TCRPC can promote the advantages of these development patterns among PPUATS	10 years	Presence of revised development regulations.

	increased density, and connectivity within land uses.	communities.		
<i>BG-20</i> Achieve more compact development.	Addressed under BG-19.			
<i>BG-21</i> Achieve connectivity within land uses.	Addressed under BG-19.			
<i>BG-22</i> Address agricultural preservation.	Recognition by sponsoring agency of impact of new projects on agriculture.	Local farm bureaus can provide comments on how the impacts of proposed projects on agriculture can be mitigated.	5 years	Presence of farm bureau reports that outline steps to mitigate impacts of proposed projects on agriculture.
<i>BG-23</i> Support transit-oriented development.	TCRPC meetings with CityLink to identify under what conditions transit-oriented development will be feasible.	TCRPC can meet with CityLink and disseminate appropriate information to PPUATS.	5 years	Number of meetings held discussing this topic.
<i>BG-24</i> Incorporate road design that promotes efficient	No associated performance goal.			

circulation, economic development, and environmental protection.				
<i>BG-25</i>  Use alternative road layouts in commercial areas.	Addressed under BG-9.			
<i>BG-26</i>  Design roads that are context- sensitive.	Addressed under BG-9.			
<i>BG-27</i>  Educate individuals about benefits of narrower streets.	Three (3) presentations that discuss the benefits of low impact development, and, specifically, less impervious surface.	TCRPC can present its low impact development research at local seminars, city council, and county board meetings.	5 years	Number of presentations given.
<i>BG-28</i>  Coordinate road design with appropriate departments.	Addressed under BG-9.			

<i>BG-29</i> Design roads to reduce storm water runoff.	Addressed under BG-9.			
<i>BG-30</i> Utilize transportation demand modeling.	Maintenance of existing travel demand model to assess impacts of changes in the transportation system.	TCRPC can work with appropriate subcontractors to maintain existing model.	5 years	Number of times the model is used and updated.
<i>BG-31</i> Plan and implement road improvements prior to new development.	No associated performance goal.			
<i>BG-32</i> Encourage the private sector to share responsibility for transportation improvements.	A report that identifies existing programs that involve the private sector and potential approaches that could work in this area.	TCRPC can seek funding for a report and can work with local entities to complete a report.	5 years	Presence of report.
<i>BG-33</i> Use complete street standards.	Addressed under BG-9.			
<i>BG-34</i>	Compliance with EPA air quality	Continue building the regional trail system,	25 years	Comparison of pollutant levels

Ensure that the region complies with air quality standards.	attainment standards.	promote and expand public transit, support infill development, and execute a regional ride share program.		with air quality attainment standards.
<i>BG-35</i> Enhance the integration and connectivity of the transportation system.	No associated performance goal.			
<i>BG-36</i> Implement the Greenways and Trails Plan.	Implementation of the Greenways and Trails Plan for Peoria, Tazewell and Woodford Counties.	TCRPC can work with local entities to identify opportunities for implementing the plan's action items.	25 years	Comparison of future total length of greenways and trails with existing total length.
<i>BG-37</i> Establish a multi-modal freight facility.	Establishment of a multi-modal freight facility that accommodates barges, trucks, and trains.	TransPORT can continue its work to establish such a facility.	25 years	Presence of the facility.
<i>BG-38</i> Passenger rail is an option within and between urbanized areas.	Addressed in "Public Infrastructure" and "Economic Development."			

BG-39  Residents have access to mass transit.	Addressed in “Public Infrastructure.”			
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# THEME: ECONOMIC DEVELOPMENT

Planning Principle: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

## **Economic Goals**

- Support business development and growth throughout the region in growth areas designated by local growth and development plans
- As the economy recovers and grows there will be increased demand for trained workers in materials handling and warehousing. If this demand is not met, it will be an impediment to the growth/success of logistic industry businesses. It is necessary to develop enhanced curricula in this sector at the community college level and market these programs to non-college bound and at-risk students at high schools in the region
- Rail freight is important to the regional economy
  - Support intermodalism – the movement of freight by rail and another form of transportation
  - Improve track maintenance
  - Improve movements of goods
- Coordinate transportation goals and priorities with known brown field adaptive re-use projects so that the logistics and distribution amenities will attract developers and incentivize investors.

Planning Principle: Increase the accessibility and mobility of people and for freight.

## **Accessibility and Mobility Goals**

- Strong and direct connections between the Peoria region and the Chicago area (secondarily St. Louis and Springfield) are critical for business growth and prosperity. There are two ways to increase that connectivity. First, create a rail link to the existing Amtrak station at Normal, or alternatively expand the current minimal bus service. This becomes especially important as that rail corridor is upgraded to allow for 110 mph passenger train traffic. Second, it is vital that the Peoria region be situated adjacent to 220 mph high speed rail corridor that is developed between Chicago and St. Louis.

- The area workforce must have multiple methods for commuting back and forth to work. As employees often live and work in different communities and businesses operate on multiple shifts, it is important that public transportation systems in the region continue to consider geographic expansion, system coordination and both traditional as well as demand/response services to meet these needs.
- To allow for the continuation and growth of business throughout both the United States and the globe by Peoria based companies, it is imperative that the region be well served with air service. The Peoria International Airport with strong support from the business community must continue to pursue expanded passenger air service to encompass new carriers and a greater selection of connecting hubs. Additionally, as Chicago is the primary hub (and will likely remain in that position) it is important to examine alternatives for increasing reliability of air connections through O'Hare given its current congestion and weather related delays.
- Just as passenger service is important to the business community's growth so is access to air freight. Therefore it is important to implement measures recommended by the recent regional air cargo study to maximize utilization of handling facilities at Peoria International Airport.
- Virtually all significant metropolitan areas in the nation have a ring road or by-pass system of roadways that circle the region. In Central Illinois, only about two-thirds of that system exists. Such a road system serves as a circulator for residents and provides easy and efficient ingress and egress for freight regardless of where in the region it starts or ends. The effective flow of freight and people is critical to commerce. Currently the EDC is conducting a study to define the specific economic development goals of the communities that would be impacted by a complete ring road system.
- As the Illinois River carries a significant amount of barge traffic and because the Illinois River remains open to that traffic year-round the expansion of the Peoria Lock and Dam to a 1200 ft lock chamber is an important tool for increasing the growth of logistics in the region. The agriculture community is also reliant on the use of barge for transportation. The area must continue to advocate for the advancement of schedule for the expansion construction, currently slated for completion in 2026.
- With the widened Panama Canal to come on line in 2014, develop and nurture pilot projects for handling of ocean containers by river barge between Peoria region and the Gulf coast.
- Support funding for the design and construction of a public marine terminal at the Heart of Illinois Regional Port District site in Mapleton, to service the commercial waterway transportation needs of the region.
- Ensure an adequate network of farm-to-market roads and ensure roads can accommodate agricultural traffic without sustaining excessive damage.

## **Economic Development and Transportation**

In approaching this iteration of the LTRP, it was evident that a multi-faceted approach was necessary to clearly examine the issues and forces that affect the planning and development of transportation infrastructure in the Tri-County Area. When developing themes to guide the planning process it became clear that the wants and needs of the business community needed to be taken into consideration when planning for the future of the region's transportation infrastructure.

While that statement could be applied to every urbanized region across the country, this holds especially true in Peoria due to the multi-national manufacturing companies that call this region home. It is important to take into consideration the shifting transportation needs of manufacturing giants such as Caterpillar Inc., Komatsu Mining Systems, and Keystone Steel and Wire, while not forgetting the issues facing smaller, non-manufacturing businesses as well.

In order to gather input from the business community it was necessary to reach out to many different individuals and organizations. These included local chambers of commerce, municipal economic development officials, TransPORT (a local port authority), representatives of the trucking industry, Peoria International Airport representatives, and the Peoria Economic Development Council (EDC). A committee of these individuals met twice in order to identify transportation goals and objectives that support economic development in the Tri-County Region.

## **Economic Development Data**

### *Population*

This population data, and all subsequent data, was garnered using statistics from the 2000 census, the most recent complete census data available at the time this report was completed.

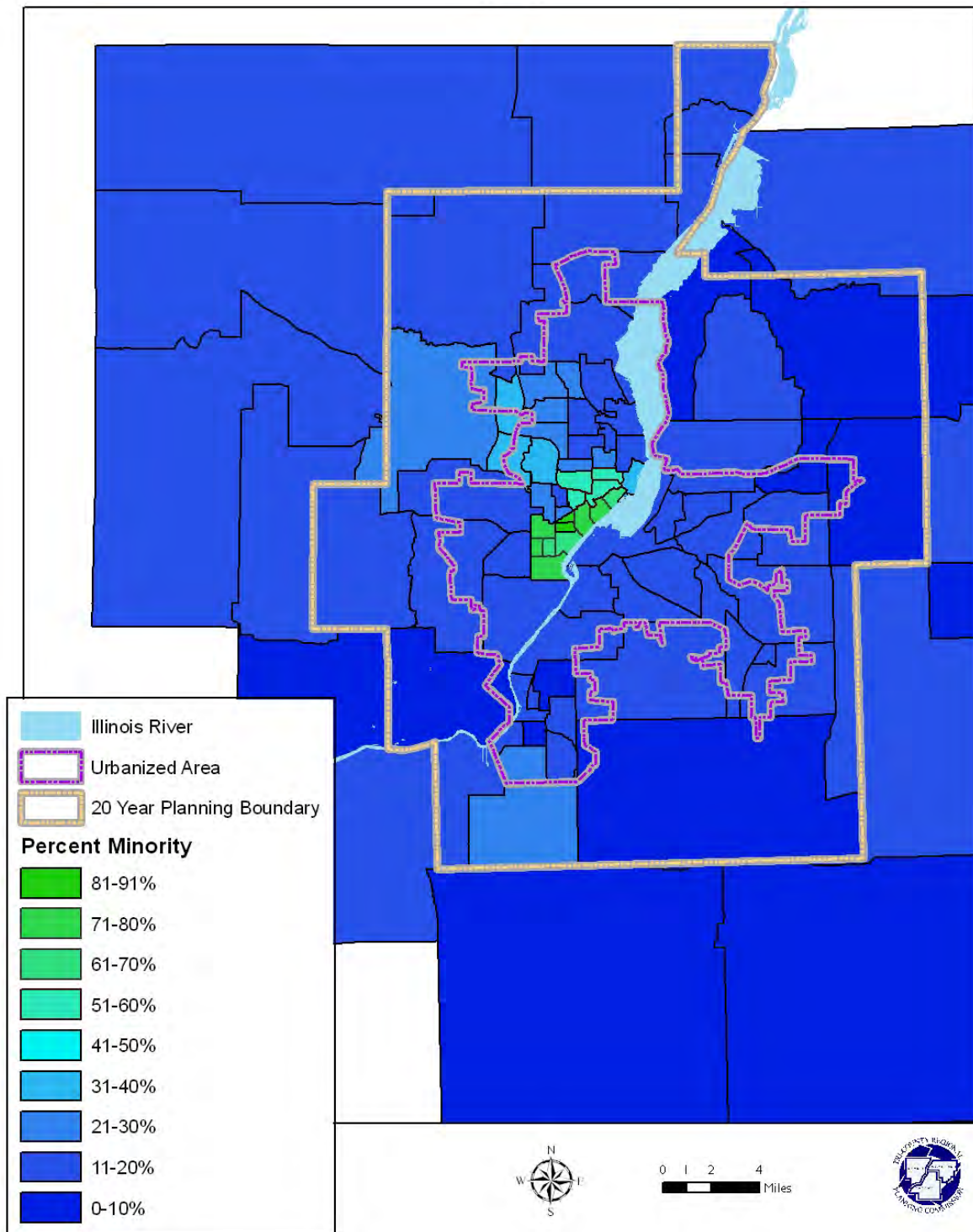
Table 9: Population of Local Counties and Municipalities.

Location	Population	Location	Population	Location	Population
Peoria County	183433	Tazewell County	128485	Woodford County	35469
West Peoria	4762	South Pekin	1162	Spring Bay	436
Peoria	112936	Pekin	33857	Germantown Hills	2111
Peoria Heights	6635	Tremont	2029	Metamora village	2700
Hanna City	1013	Washington	10841		
Mapleton	227	East Peoria	22638		
Dunlap	926	Morton	15198		
Bellevue	1887	North Pekin	1574		
Chillicothe	5996	Creve Coeur	5448		
Bartonville	6310	Marquette Heights	2794		
Norwood	473				

### *Minority Population*

The minority population in this region resides almost entirely within the City of Peoria and Peoria County.

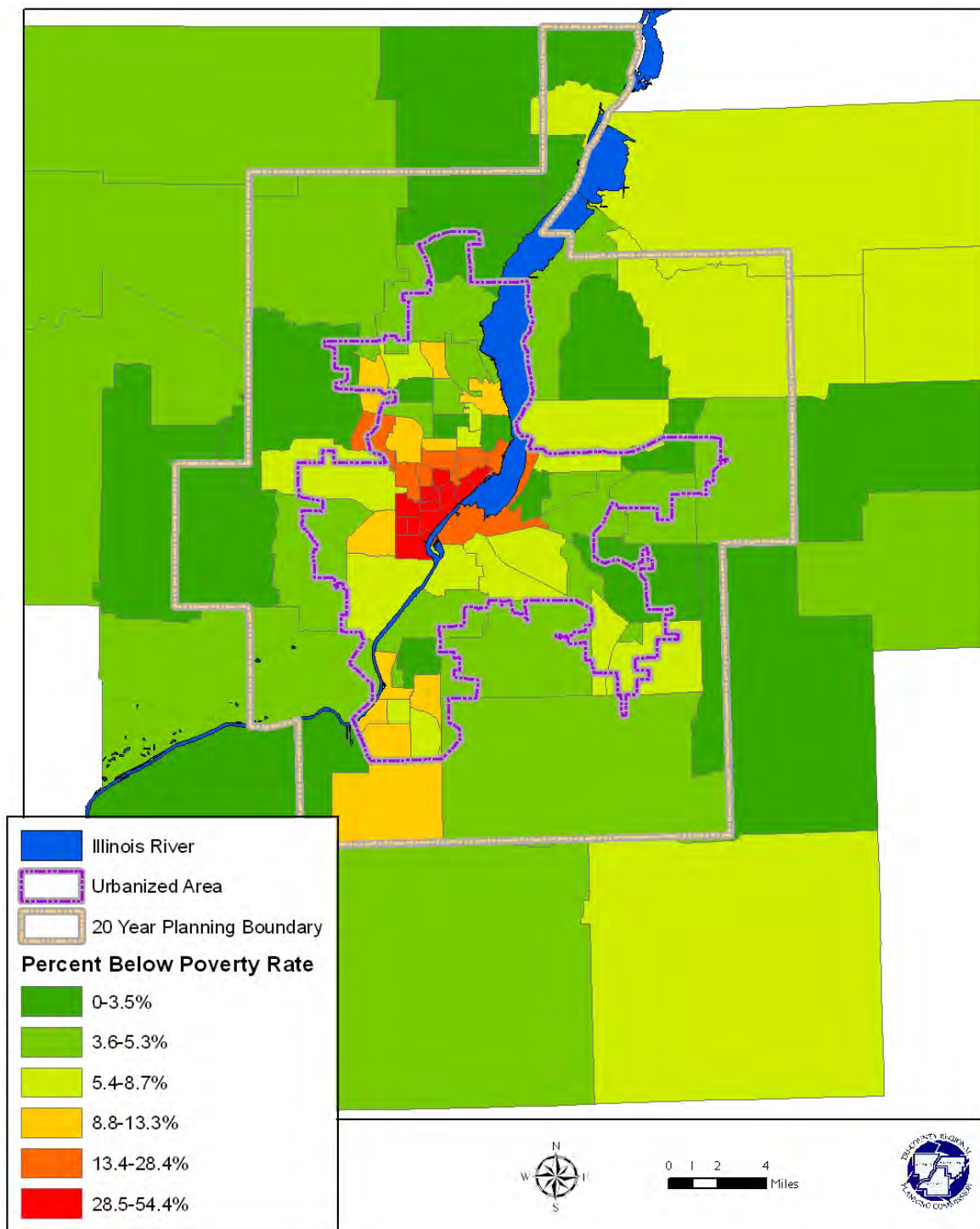
Map 11: Percent Minority by Census Tract.



### *Poverty Levels*

Poverty levels were identified by determining the number of households in each county and municipality that had an annual income under \$14,150 in the year 2000.

Map 12: Percent Below Poverty Line by Census Tract.



### *Top Employers*

The top employer in the Tri-County Region is Caterpillar Inc., which employs over 15,000 employees. These jobs range in type from labor-centric jobs, such as forklift operators to positions that require high levels of education, such as industrial engineers. Table 10 lists the top 15 employers in the region.

Table 10: Top Employers of the Region.

<b>Employer</b>	<b>Municipality</b>	<b>Employee Count (~)</b>
Caterpillar Inc.	Multiple	15,000+
Keystone Steel & Wire	Bartonville	1,500
Peoria School District 150	Peoria	1,500
OSF St. Francis Medical Center	Peoria	1,500
Methodist Medical Center	Peoria	1,500
Morton Metalcraft	Morton	1,500
Peoria County	N/A	1,250
Peoria Nat'l Air Guard	Peoria	1,250
G & D Integrated	East Peoria	1,250
SC2	Peoria	750
Komatsu Mining	Peoria	750
USA Truck Inc.	Peoria	750
US Post Office	Multiple	750
Proctor Hospital	Peoria	750
Bradley University	Peoria	750

In addition to this list, the following companies have their national headquarters located in the Peoria region:

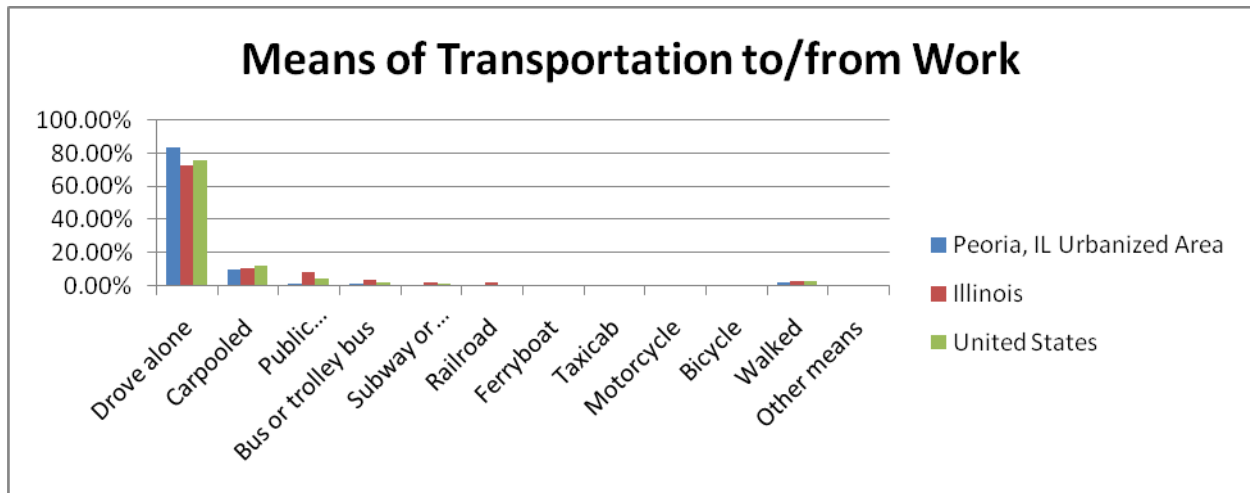
Table 11: Companies with National Headquarters in the Region.

<b>Employer</b>	<b>Employee Count (~)</b>
Advanced Tech. Services	500
Affina Corp.	700
Aventine Renewable Energy Inc.	300
Caterpillar Inc.	15,000+
CEFCU	700
Clifton Gunderson LLP	100
Excel Foundry & Crusher Tech.	200
G & D Integrated	1,200
Illinois Mutual Life Insurance	200
Kitchen Cooked Inc.	100
Keystone Steel & Wire Inc.	1,000
L.R. Nelson Corp.	225
Maui Jim Inc.	300
Morton Buildings Inc.	300
Morton Metalcraft	1,000
N.E. Finch Co.	55
Peoria Disposal Companies	500
RLI Corp.	420
SVI Systems Inc.	200

### *Means of Transportation to Work*

Peoria is mostly in line with Illinois and the rest of the nation in terms of transportation to and from place of employment. Residents within the Peoria Urbanized Area (UA) drove alone slightly more than the rest of the residents of Illinois (93.41% to 84.11%), and took public transportation less (8.66% to 1.67%). The difference in public transit is likely due to the lack of a local rail option in Peoria.

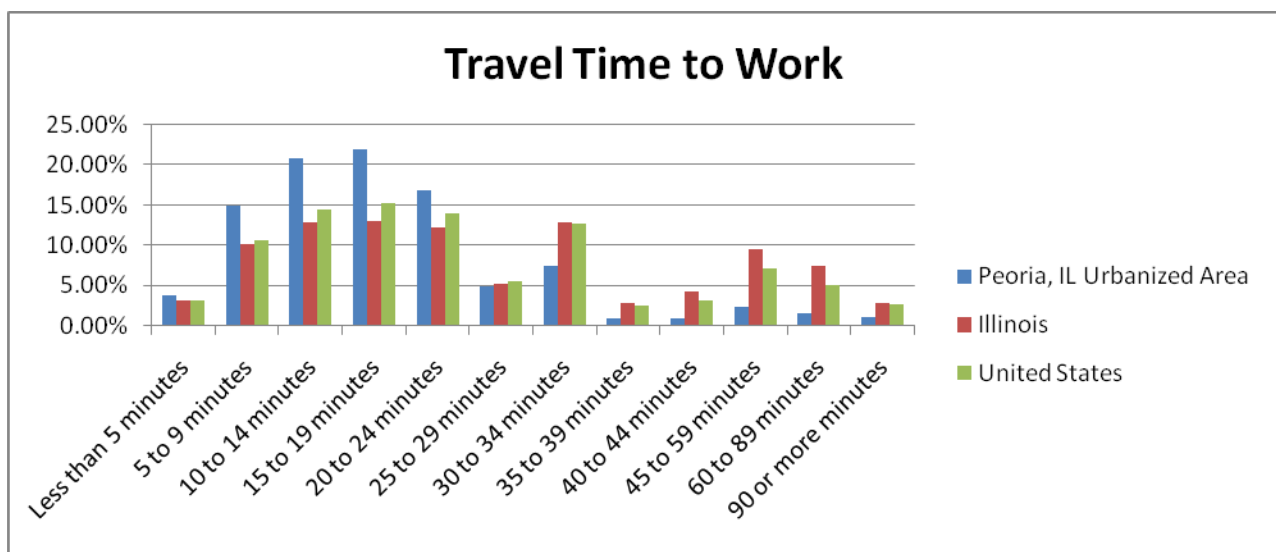
Chart 10: Means of Transportation to/from Work.



### Travel Time to Work

Residents of the Peoria UA spend much less time on the road than their counterparts throughout Illinois. The median time spent in Peoria travelling to work is less than 5 minutes. The median time for the state of Illinois is 60 to 89 minutes. 83% of the commuters in the Peoria UA spend less than 30 minutes on the way to work, while only 63% of commuters across Illinois do the same. Perhaps what is more telling is that 50% of commuters across Illinois spend 20 or more minutes on the way to work, while only 35% of their counterparts in the Peoria UA do.

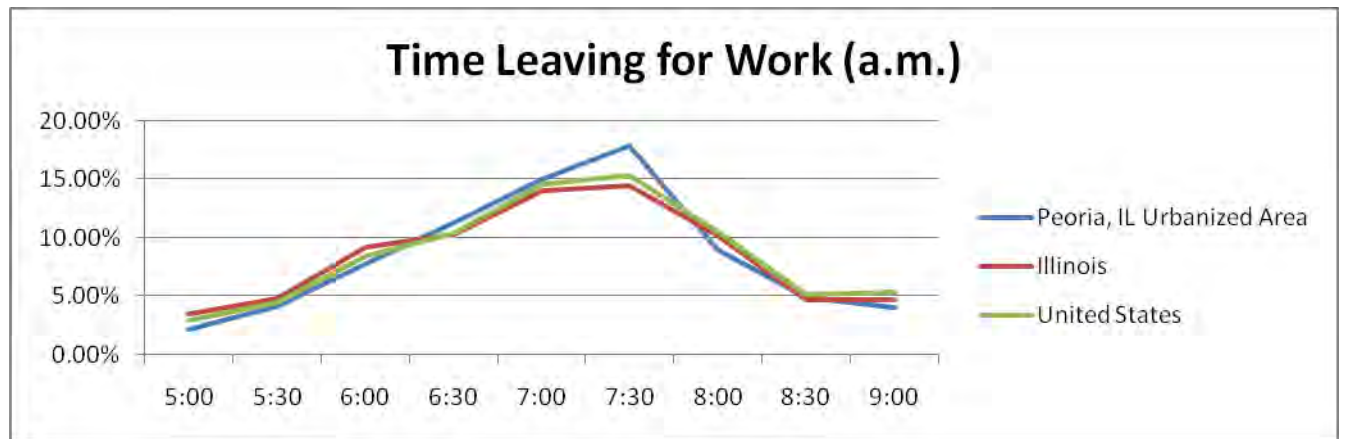
Chart 11: Travel Time to Work.



### *Time Leaving for Work*

Workers in the Peoria UA leave for work around the same time as workers throughout Illinois. A slightly higher percentage leaves around 7:45 a.m., which may be due to the lower travel times throughout the Peoria region.

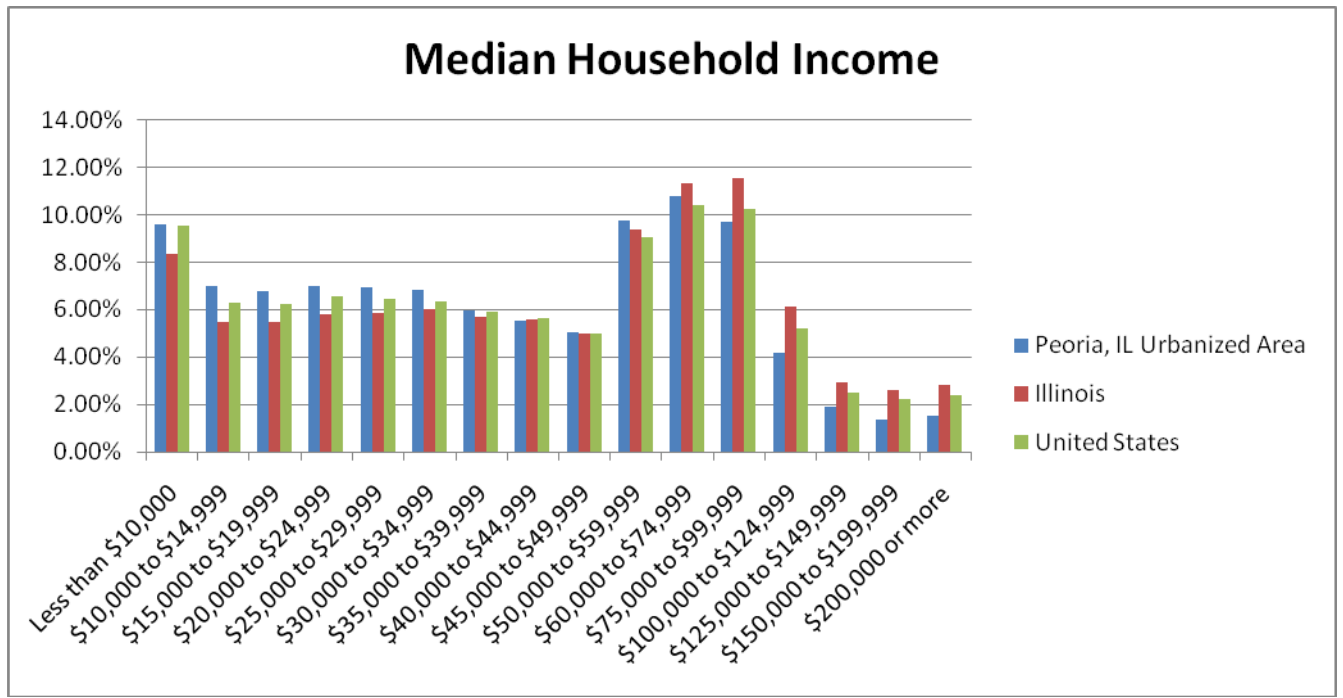
Chart 12: Time Leaving for Work (a.m.).



### *Household Income*

When median real estate tax levels are taken into consideration, median incomes throughout the Peoria UA are very comparable to income levels throughout both Illinois and the rest of the nation. While state and national incomes are higher in the wealthier income brackets, this is likely due to the lower cost of living in the Peoria UA.

Chart 13: Median Household Income.



### Median Real Estate Taxes & Cost of Living

While slightly higher than the national average, the Peoria UA median real estate tax rate is nearly \$800.00 less than the median rate across Illinois.

Table 12: Peoria Urbanized Area Median Real Estate Tax Rate.

Peoria, IL Urbanized Area	Illinois	United States
\$1,497	\$2,285	\$1,334

While these figures begin to demonstrate the difference in cost of living between Peoria and the rest of Illinois, the Council for Community and Economic Research gives an in depth picture of the cost of living differences between Chicago, IL and Peoria, IL:

Table 13: Cost of Living Analysis.

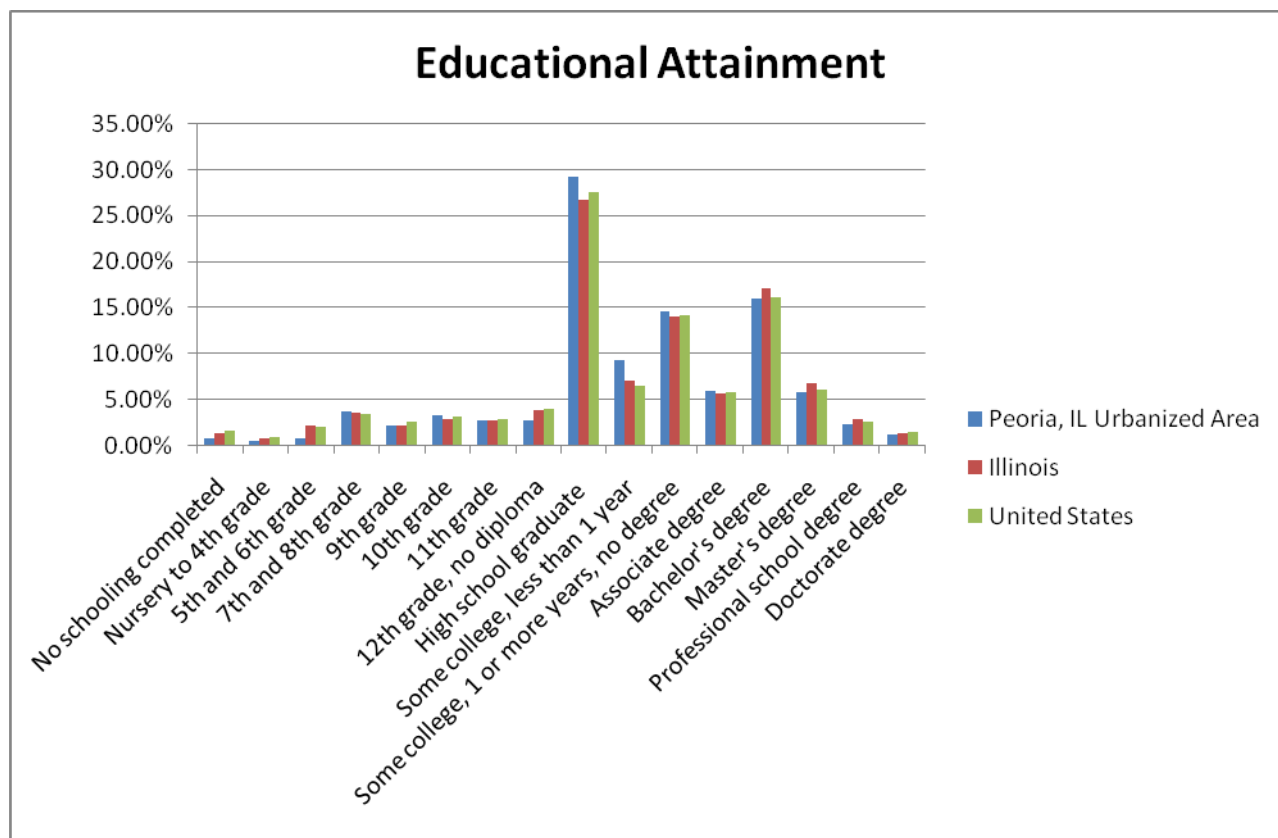
<b>Product</b>	<b>Chicago, IL Metro</b>	<b>Peoria, IL Metro</b>	<b>Difference</b>
Home Price	\$360,245.00	\$290,654.00	\$69,591.00
Apartment Rent	\$1,448.00	\$659.50	\$788.50
Energy Bill	\$221.01	\$203.97	\$17.04
Optometrist	\$98.20	\$73.67	\$24.53
Dentist Visit	\$87.20	\$64.00	\$23.20
Vet Services	\$50.50	\$41.00	\$9.50
Lipitor (prescription)	\$141.99	\$124.50	\$17.49

According to this data there is an 11.16% difference in the cost of living between Peoria and Chicago, IL. Thus, a \$35,000 salary in Peoria, is equal to a \$39,395.21 salary in Chicago.

#### *Educational Attainment*

The Peoria UA has a higher percentage of high school graduates than the state and nation, while being on par with both for associate degrees. However, the Peoria UA has a slightly smaller percentage of both Bachelor's and Master's recipients.

Chart 14: Educational Attainment.



### Employment Type

Peoria UA employment data suggests that the region is composed of mainly white collar workers with a strong blue collar contingent of employees working in the production, construction, and mining industries.

Table 14: Regional Employment.

<b>Peoria, IL Urbanized Area</b>	<b>Percentage Employed</b>
Office and administrative support occupations	16.90%
Sales and related occupations	11.55%
Management, business, and financial operations occupations:	11.33%
Production occupations	9.17%
Construction, extraction, and maintenance occupations	7.85%
Food preparation and serving related occupations	6.09%
Education, training, and library occupations	5.89%
Health diagnosing and treating practitioners and technical occupations	4.00%
Building and grounds cleaning and maintenance occupations	3.66%
Personal care and service occupations	3.03%
Computer and mathematical occupations	2.93%
Healthcare support occupations	2.17%
Architects, surveyors, cartographers, and engineers	2.09%
Financial specialists	2.05%
Protective service occupations (fire, police)	1.95%
Arts, design, entertainment, sports, and media occupations	1.79%
Health technologists and technicians	1.75%
Community and social services occupations	1.73%
Business operations specialists	1.59%
Legal occupations	0.89%
Life, physical, and social science occupations	0.79%
Drafters, engineering, and mapping technicians	0.58%
Farmers and farm managers	0.11%
Farming, fishing, and forestry occupations	0.10%

### **Economic Development and Theme Relationships**

Large healthcare complexes and diverse manufacturing industries allow for stabile economic conditions in the Peoria-Pekin area. A functioning transportation infrastructure, including rail and water, is vital for sustaining the any level of economic prosperity in the Peoria-Pekin area, particularly in the manufacturing sector.

Despite the intense industrial activity in the region, Peoria area citizens do enjoy large expanses of in-tact green infrastructure. Green infrastructure provides vital services that sustain human life and ecologists and are actively working to quantify the economic value of services such as

water and air filtration. It is imperative that community leaders do not sacrifice green infrastructure and associated services for the sake of perceived economic improvements.

One area of concern regarding the economic development of the region is the concentration of individuals at poverty level in the core of the urbanized area. This concentration tends to spur crime and perpetuates poverty. Incorporating balanced growth concepts such as mixed use development, mixed income developments, and greater access to mass transit throughout the *entire* urbanized area can lend to a dispersal of individuals below poverty, greater accessibility and mobility of people and goods, and thus greater opportunities to reduce overall poverty and crime levels.

### **Economic Development Goal Matrix**

The viewpoint maintained throughout this document is that each of the four themes presented affect not only the end result (the transportation network) but also have an impact on each other.

The table below is a matrix comparing the economic development goals with summary goal statements for each of the remaining themes. The “x” indicates that the goal complements the theme, “o” indicates the goal conflicts with the theme, and “NA” indicates that the goal is not applicable to a theme. The matrix is a device to assist in the prioritization of the goals and to set a framework for policy improvements. Goals that compliment all themes, for example, will take precedence in implementation over goals that are incompatible with other regional themes. The goals are compared against the following summary theme statements:

- **Balanced Growth:** the goal complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.
- **Green Infrastructure:** the goal improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.
- **Public Infrastructure:** the goal increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

Identification Number	Economic Development	Green Infrastructure	Balanced Growth	Public Infrastructure
ED-1	Business development and growth throughout the region, in growth areas designated by local growth and development plans	NA	x	NA
ED-2	As the economy recovers and grows there will be increased demand for trained workers in materials handling and warehousing. If this demand is not met, it will be an impediment to the growth/success of logistic industry businesses. It is necessary to develop enhanced curricula in this sector at the community college level and market these programs to non-college bound and at-risk students at high schools in the region	NA	NA	NA
ED-3	Support maintenance and improvements for rail freight	x	x	x
ED-4	Coordinate transportation goals and priorities with known brown field adaptive re-use projects so that the logistics and distribution amenities will attract developers and incentivize investors.	x	x	x

ED-5	<p>Strong and direct connections between the Peoria region and the Chicago area (secondarily St. Louis and Springfield) are critical for business growth and prosperity. There are two ways to increase that connectivity. First, create a rail link to the existing Amtrak station at Normal, or alternatively expand the current minimal bus service. This becomes especially important as that rail corridor is upgraded to allow for 110 mph passenger train traffic. Second, it is vital that the Peoria region be situated adjacent to 220 mph high speed rail corridor that is developed between Chicago and St. Louis.</p>	x	x	x
ED-6	<p>The area workforce must have multiple methods for commuting back and forth to work. As employees often live and work in different communities and businesses operate on multiple shifts, it is important that public transportation systems in the region continue to consider geographic expansion, system coordination and both traditional as well as demand/response services to meet these needs.</p>	x	x	x

ED-7	To allow for the continuation and growth of business throughout both the United States and the globe by Peoria based companies, it is imperative that the region be well served with air service. The Peoria International Airport with strong support from the business community must continue to pursue expanded passenger air service to encompass new carriers and a greater selection of connecting hubs. Additionally, as Chicago is the primary hub (and will likely remain in that position) it is important to examine alternatives for increasing reliability of air connections through O'Hare given its current congestion and weather related delays.	NA	NA	x
ED-8	Just as passenger service is important to the business community's growth so is access to air freight. Therefore it is important to implement measures recommended by the recent regional air cargo study to maximize utilization of handling facilities at Peoria International Airport.	NA	NA	x

ED-9	Virtually all significant metropolitan areas in the nation have a ring road or by-pass system of roadways that circle the region. In Central Illinois, only about two-thirds of that system exists. Such a road system serves as a circulator for residents and provides easy and efficient ingress and egress for freight regardless of where in the region it starts or ends. The effective flow of freight and people is critical to commerce. Currently the EDC is conducting a study to define the specific economic development goals of the communities that would be impacted by a complete ring road system.	o	o	x
ED-10	As the Illinois River carries a significant amount of barge traffic and because the Illinois River remains open to that traffic year-round the expansion of the Peoria Lock and Dam to a 1200 ft lock chamber is an important tool for increasing the growth of logistics in the region. The agriculture community is also reliant on the use of barge for transportation. The area must continue to advocate for the advancement of schedule for the expansion construction, currently slated for completion in 2026.	x	NA	x
ED-11	With the widened Panama Canal to come on line in 2014, develop and nurture pilot projects for handling of ocean containers by river barge between Peoria region and the Gulf coast.	o	NA	x

ED-12	Support funding for the design and construction of a public marine terminal at the Heart of Illinois Regional Port District site in Mapleton, to service the commercial waterway transportation needs of the region.	x	x	x
ED-13	Ensure an adequate network of farm-to-market roads and ensure roads can accommodate agricultural traffic without sustaining excessive damage.	NA	x	x

### Priorities and Performance Measures

The table below details the **compatible** performance goals related to the priority Economic Development Subcommittee goals.

Sub-Committee Goal	Performance Goal	Mechanism to Accomplish the Goal	Timeframe	Measurement
<i>ED-3</i> Support maintenance and improvements for rail freight.	Research and develop a freight rail existing conditions report	TransPORT to complete report with assistance from freight rail industry.	5 years	Completion of report.
<i>ED-4</i> Coordinate transportation goals and priorities with known brown field adaptive re-use projects so that the logistics and distribution amenities will attract developers and incentivize investors.	Create an existing conditions report of brownfield locations and opportunities for redevelopment	Pursue federal grant opportunities, work closely with the EDC, TransPORT, and TCRPC to pursue grant opportunities to complete the study.	5 years	The completion of an existing conditions report

<p><i>ED-5</i></p> <p>Support passenger rail to Bloomington &amp; Chicago and ensure readiness for eventual possibility of a regional high speed rail network.</p>	<p>Re-implement passenger rail service to Bloomington-Normal, which can then be utilized to Chicago / St. Louis. Be prepared for the possibility of a high speed rail network.</p>	<p>Pursue federal grant opportunities, support local and regional efforts to implement the rail line, closely monitor the nation's development of high speed rail</p>	<p>25 years</p>	<p>This will be judged on whether passenger rail service / high speed rail service from Peoria will exist in 2035.</p>
<p><i>ED-6</i></p> <p>Expand and support the region's public transportation systems.</p>	<p>See public infrastructure section</p>	<p>See public infrastructure section</p>	<p>See public infrastructure section</p>	<p>See public infrastructure section</p>
<p><i>ED-10</i></p> <p>Support the on time expansion and updates to the Peoria lock and dam system.</p>	<p>Complete the updates to the Peoria Lock and Dam system on time</p>	<p>This will be dependent on congressional decisions to fund lock and dam expansion.</p>	<p>10 years</p>	<p>This will be judged on whether or not the lock and dam work is done by 2026.</p>

<p><i>ED-12</i></p> <p>Support funding for the design and construction of a public marine terminal at the Heart of Illinois Regional Port District site in Mapleton, to service the commercial waterway transportation needs of the region.</p>	<p>Begin and complete the construction of a public marine terminal in Mapleton</p>	<p>EDC and TransPORT pursue federal grants and coordinate partners for construction.</p>	<p>25 years</p>	<p>This will be judged on whether or not the public marine terminal is complete by 2035.</p>
<p><i>ED-13</i></p> <p>Ensure an adequate network of farm-to-market roads and ensure roads can accommodate agricultural traffic without sustaining excessive damage.</p>	<p>Maintain or improve the current farm-to-market road system and ensure they are not being degraded at a faster than normal pace</p>	<p>County highway departments to develop penalties and enforcement mechanisms for overweight vehicles on roads</p>	<p>5 years</p>	<p>Assistance from county highway departments would be necessary to determine the current conditions of their farm-to-market road systems so it could be used a benchmark for the future</p>

# THEME: GREEN INFRASTRUCTURE

Planning Principle: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

## Green Infrastructure Goals and Objectives

- Strive to reach the goals of the federally recognized Green Highways Partnership
  - Use recycled materials in road construction
  - Conserve local ecosystems through wildlife crossings and habitat restoration initiatives
  - Use green infrastructure watershed best management practices such as vegetated bioswales and wetland retention basins to filter and absorb stormwater from the road system
- Preserve local-scale travel corridors and migration routes for native species
  - Avoid fragmentation of critical habitat areas
  - Determine specific needs of desirable species
  - Implement transportation best management practices to accommodate native species in existing as well as future transportation projects
- Preserving existing high quality and contiguous habitat should have greater priority than the option to mitigate disturbances.
  - Avoid disturbance of high quality natural areas
  - Avoid fragmentation of environmental corridors by transportation infrastructure
  - Use wildlife crossings to promote connectivity of high quality areas
- Contribute to the protection of the Illinois River by preventing nonpoint source pollution from roadway stormwater runoff
  - Aim for zero runoff from road projects by utilizing best management practices
  - Minimize land disturbance during construction, particularly on steep slopes
  - Recognize the role green infrastructure plays in IL River protection and preserve/maintain green infrastructure
  - Reduce the water quality impacts of herbicide and other chemical agents used for road maintenance
- Consider wetlands a high priority in the green infrastructure system
  - Protect existing wetlands from development and stormwater runoff

- Create new wetlands from stormwater runoff; reconsider status quo drainage practices and integrate watershed best management practices
- As a region, place a greater emphasis on preserving and restoring green infrastructure
  - Conduct analysis on local green infrastructure and the services this infrastructure provides
  - Identify and adopt transportation policy that protects vital green infrastructure
  - Identify green infrastructure restoration projects within the existing transportation framework (i.e. planting native vegetation in swales)
- Reduce overall vehicle miles traveled
  - Support and promote public transportation
    - Link communities with public transportation
    - Give higher prioritization for public transportation projects than new roads
    - Use the existing infrastructure for future public transportation improvements (i.e. roads to rails)
  - Introduce carpooling programs
  - Build mixed-use, compact development
  - Improve the usefulness and efficiency of the non-motorized transportation system by adding capacity and increasing connectivity
- Reduce energy consumption as a result of the transportation infrastructure
  - Reduce idling
    - Create idling policy for loading zones, school zones, etc.
    - Time intersection stoplights to improve traffic flow
  - Invest in the use of low-voltage lighting
  - Promote the use of power backup supplies for signalized intersections
  - Reduce vehicle miles traveled
  - Promote use of the non-motorized transportation system for transportation purposes by adding capacity and increasing connectivity
- Reduce light pollution from transportation infrastructure
  - Use full cut-off lighting
  - Recognize and reduce overall illumination
  - Use timers or occupancy sensors to reduce the need to light parking lots in low to no-traffic hours
- Reduce noise pollution by using barriers where appropriate
- Ensure groundwater protection with each new road project
  - Identify high risk sites for groundwater recharge and pollutant risks
  - Consider the nonpoint source pollutant impacts on groundwater from stormwater runoff

## **Green Infrastructure Defined**

According to the Conservation Fund, a federal partner in advancing America's land and water legacy, green infrastructure is the strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations. When it comes to environmental management and stewardship, it is integral to recognize that healthy ecosystems and habitats provide invaluable services for human populations including ground water supply, flood control, water and air filtration and many others.

## **Transportation and Green Infrastructure**

Depending on how the systems are built and managed, the transportation and green infrastructures of a community can serve as assets to one another or as liabilities. For example, a road built through the heart of a historically wet area can experience flooding and can deplete the ability for that area to absorb and filter stormwater. However, when these systems are built in concert, a community can effectively build a transportation system while maintaining the vital roles that ecosystems play in community health and wellbeing. The Long Range Transportation Plan 2010-2035 for Peoria Pekin Urbanized Area Study calls for a more refined recognition of green infrastructure and the valuable services that this infrastructure provides. The goals and objectives defined by the green infrastructure committee ask that not only do we work to protect existing green infrastructure, but we integrate the creation and management of additional green infrastructure into future road projects. Examples of green infrastructure integration include vegetative bioswales to convey stormwater, habitat management to compensate for any lost systems, lighting to accommodate migrating nocturnal species, and others. The concept and associated technology of green infrastructure has been evolving for decades and engineers and scientists are becoming more and more confident in the applicability and effectiveness of these technologies. Please see the following Green Highways chapter for more information on a national effort to green the highways of the United States.

## **Green Infrastructure Data**

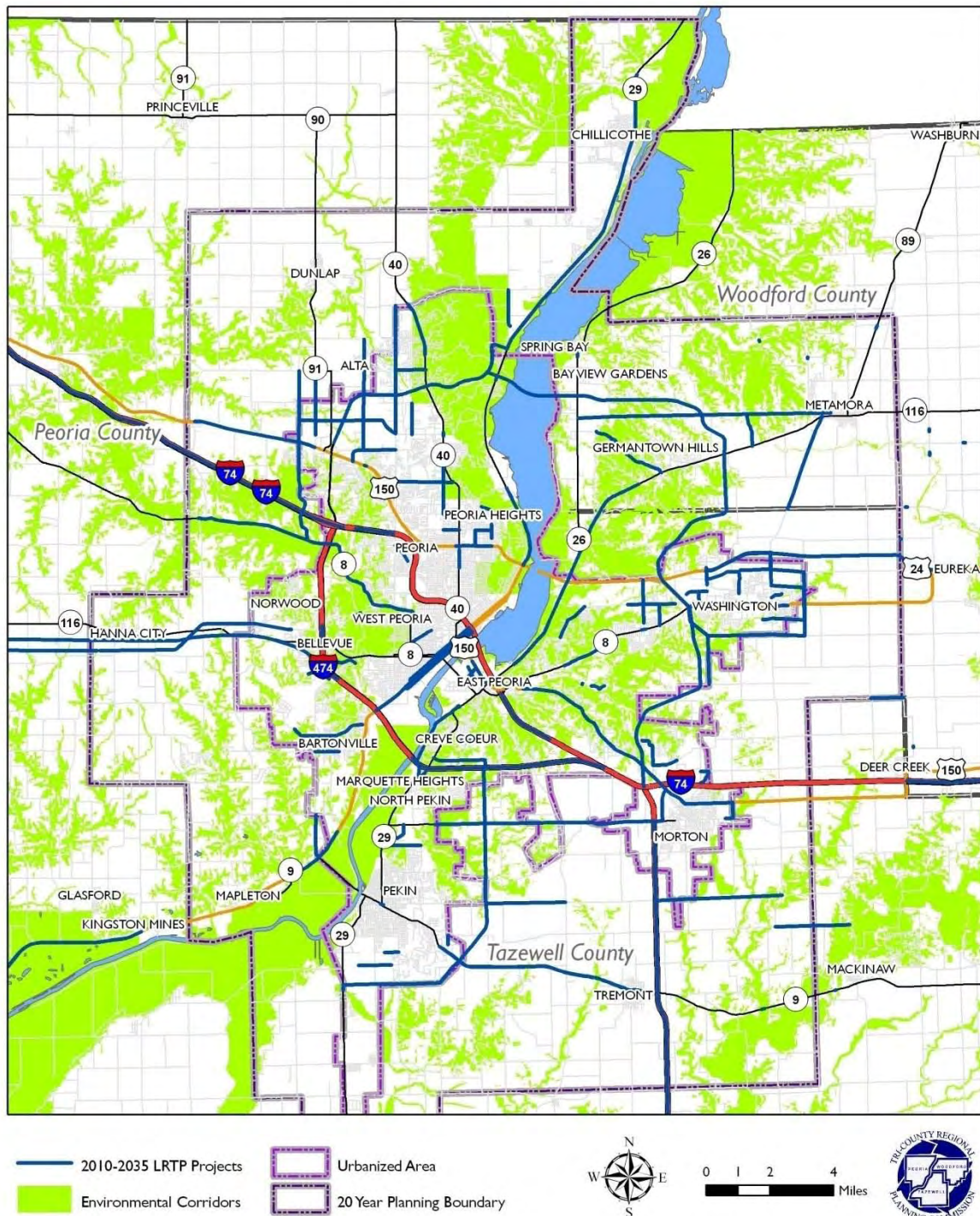
Peoria, Tazewell, and Woodford Counties have extensive documentation of the natural areas and green infrastructure of the region through studies completed by Tri-County Regional Planning Commission, Illinois Environmental Protection Agency, Illinois Department of Natural Resources, and local units of government. The studies have identified a range of green infrastructure information from high quality habitat corridors to a listing of impaired waters.

### *Environmental Corridors*

In 2005, Tri-County Regional Planning Commission partnered with Illinois Department of Natural Resources to identify the high quality natural areas of the region as well as the natural corridors connecting those high quality areas. The establishment and protection of environmental corridors reduces habitat fragmentation, allows for the local migration of species, and supports ecosystem and green infrastructure vitality. Map 13 on the following page shows the environmental corridors and the proposed road projects for 2010-2035. A number of projects are located in the environmental corridors. Those who implement these projects should provide priority monitoring for stormwater and erosion control ordinance compliance and should consider implementing watershed and ecosystem protection measures outlined in the following Green Highways chapter.



Map 13: Environmental Corridors.

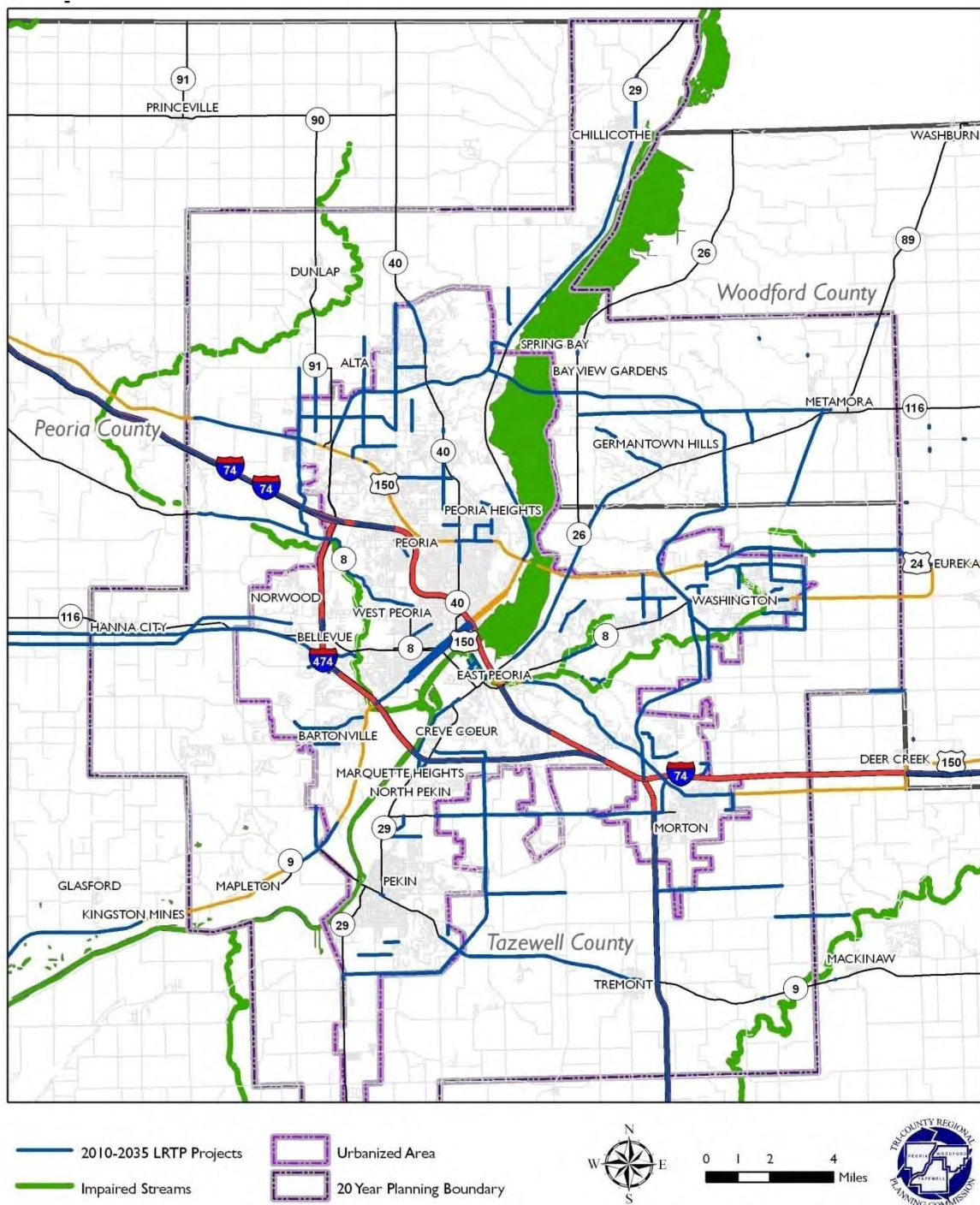


## *Impaired Waters*

The Illinois EPA produces an annual water quality report that delineates specific waterbodies that are not meeting clean water standards. Waterbodies such as lakes and streams are typically impaired due to contaminants from stormwater runoff. Transportation infrastructure can have a positive or negative impact on surface water quality depending on the methodology for stormwater runoff. A stormwater runoff system that integrates filtration and infiltration technologies, such as separating and filter systems, vegetative bioswales, and wetland treatment systems can have a neutral to positive impact on a local waterbody. A system that simply conveys water through a curb and gutter or concrete lined ditch can wreak havoc on local waterbodies even if rock rip rap is placed at the outlet; while the placement of rock rip rap at the stormwater outlet does dissipate water energy, it does *not* filter or promote infiltration of excess water. Map 14 on the following page depicts the impaired water bodies of the region. A number of projects do intersect with the impaired waters of Farm Creek. Implementers of these projects should provide priority monitoring for stormwater and erosion control compliance and should consider implementing watershed and ecosystem protection measures outlined in the Green Highways chapter of this document.



Map 14: Impaired Streams.

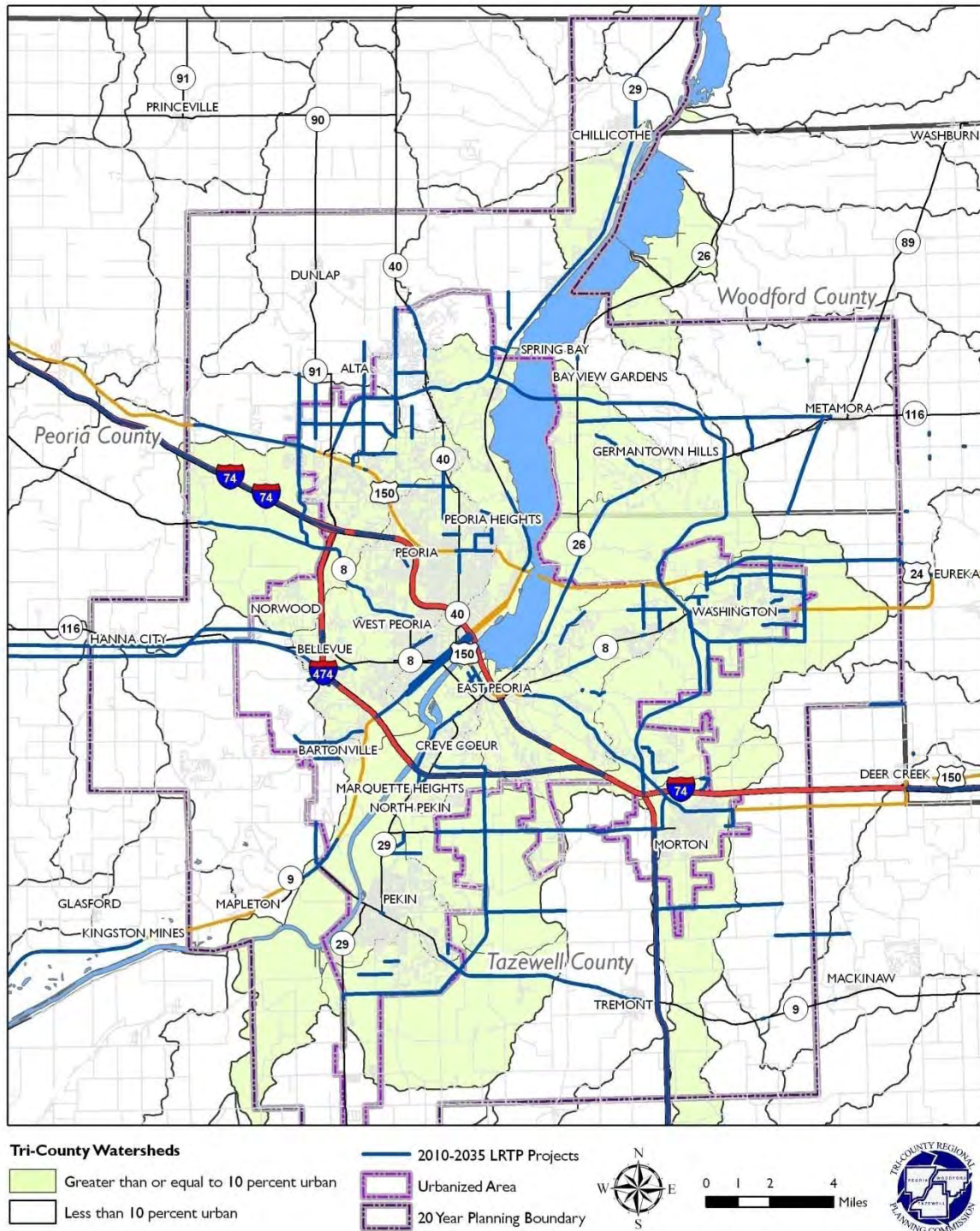


## *Watersheds*

A watershed is an area of land that drains into a common body of water. It is through the concept of watersheds that we can understand how land and water are intimately connected. Pre-European settlement land coverage consisted of prairies, savannas, wetlands, and forests. These ecosystem absorbed *most* stormwater that hit Earth's surface. Today, impervious surfaces such as rooftops, roads, shallow rooted turf grass, and sidewalks prevent water absorption and create stormwater runoff. This runoff carries nonpoint source pollutants from the land into local waterbodies. According to the Chicago Metropolitan Agency for Planning, watersheds with greater than 10 percent urban land coverage will suffer declining water quality. Map 15 on the next page shows local watersheds that have greater than 10 percent urban coverage. Most of the urbanized area has greater than 10% urban coverage, therefore it is important to consider stormwater control when building additional impervious surfaces. Please see the *watershed driven stormwater management* section of the Green Highways chapter for examples of stormwater treatment practices.



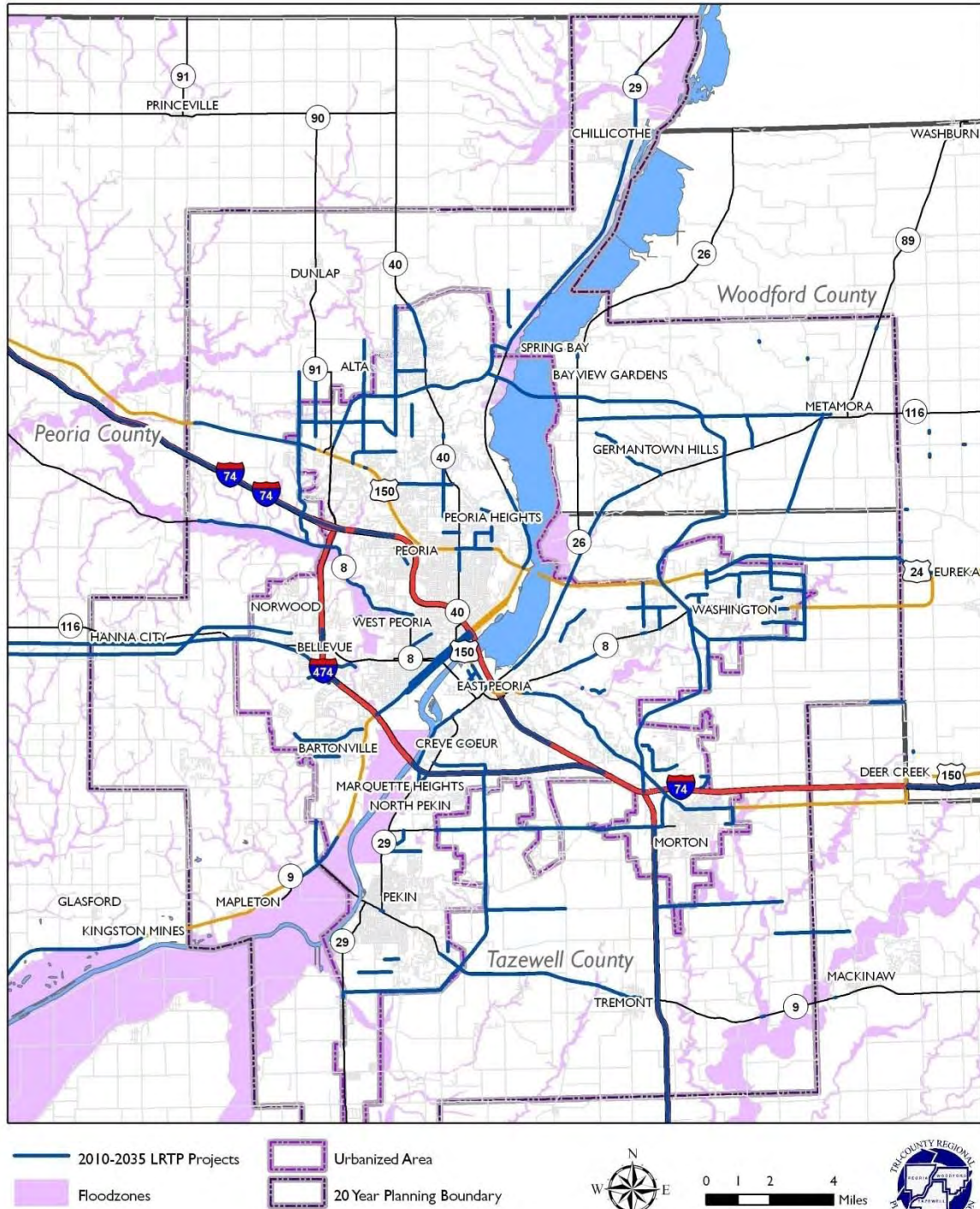
Map 15: Watersheds.



### *Flood Zones*

A flood zone is the area subject to flooding by a 100-year flood. Although flooding of rivers and streams is a natural occurrence, increases in stormwater runoff and wetland drainage exacerbate flooding problems. In Peoria, Tazewell and Woodford Counties, 10 percent of the land lies within a flood zone. Some of these flood zones are shown in Map 16 on the following page. Not all areas have been mapped for flood hazard purposes, so additional land may be within a flood zone. A number of projects do intersect with flood zones. In these areas, jurisdictions would need to follow the requirements of the Army Corps of Engineers nationwide permit program and the Illinois Department of Natural Resources division of water resources permit programs. Special precautions must be taken in these areas to reduce the risk of flooding on the roads.

Map 16: Flood Zones.



Floodzone data for the City of Peoria unavailable at the time map was created.

## Air Quality

Air quality and transportation are intimately connected through US EPA regulation. The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (40 CFR part 50) for pollutants considered harmful to public health and the environment. The EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards for six principal pollutants, which are called "criteria" pollutants. Of the six pollutants, particulate matter and ozone are most affected by the transportation system. While particulate matter is well under the standard in the Peoria-Pekin area, ozone is indeed a contaminant of concern.

Ozone = volatile organics + nitrogen oxides + carbon monoxide + sunshine. There is a great deal of evidence that indicates high concentrations (ppm) of ozone created by high concentrations of pollution and daylight UV rays at the earth's surface can harm lung function and irritate the respiratory system. [1] Three majority contributors of ozone are transportation, individuals (lawnmower, boats, etc), and industry.

The EPA regulated ozone level is 0.080 ppm. Typical Midwest ozone levels range from 0.070 to 0.073 ppm. This means that the local contributions of ozone can only be .010 to .007 ppm (6% to 3%) if a community is going to remain in attainment. The US EPA has developed an Air Quality index to help explain air pollution levels to the general public.

Table 15: US EPA Air Quality Index.

Ozone Concentration (ppm) (8-hour average, unless noted)	Air Quality Descriptor
0.000-0.059	Good
0.060-0.075	Moderate
0.076-0.095	Unhealthy for Sensitive Groups
0.096-0.115	Unhealthy
0.116-0.374	Very Unhealthy

As sunlight is a variable in the ozone equation, the weather greatly affects ozone levels. Potential for high levels occurs on hot days with lots of sunlight and low winds. The Ozone

season is April through November, when ozone levels are the highest. Ozone is measured at various sites throughout the nation. All sites are chosen based on EPA standards of site selection. Readings are taken every hour and are averaged over an 8-hour span. Annual Site readings are calculated by selecting the 4<sup>th</sup> highest 8-hour reading of the year and averaging this reading with readings from the previous two years. IEPA has placed two reading stations in the Peoria-Pekin area. One station is located in the City of Peoria and another in Peoria Heights. EPA calculated levels for the years 2005 – 2008 are in Table 16 below.

Table 16: EPA-Calculated Ozone Levels for PPUATS Area.

Year	2005	2006	2007	2008
EPA Standard	0.080	0.080	0.080	0.080
Peoria Heights	0.072	0.070	0.076	0.072
Peoria Three Year Avg	0.067	0.067	0.071	0.067

There is speculation that the standard will be decreased within the next few years. This will certainly put the PPUATS area at risk for being in non-attainment for air quality. If our region is in non-attainment, then actions to reduce air pollution become mandatory for transportation officials and industries. Transportation officials must design new construction projects to accomplish emissions reductions and must implement programs to reduce emission from individual citizens. Industry will be subject to more stringent emission restrictions.

### **Green Infrastructure and Theme Relationships**

While green infrastructure provides public benefit, the vital difference between green infrastructure and public infrastructure is that much of the region's green infrastructure is privately owned. This makes the protection and maintenance of green infrastructure incredibly difficult. Any incorporation of the protection and maintenance of either natural or man-made green infrastructure into the public infrastructure construction process is a step in the right direction for preserving and improving this incredibly valuable resource.

Economists and scientists throughout the nation are partnering to determine monetary value of ecosystem services to assist community leaders in land use and economic development decisions. The US EPA's National Ecosystem Service Partnership is an effort to:

- Establish ecosystem service standards, indicators, and measurement protocols that support environmental accounting systems and markets;
- Advance ecosystem service valuation techniques;
- Create institutional capacity for investments in natural capital that provides sustainable flows of ecosystems services; and
- Improve the ability to perform ecosystem service assessments.

Efforts such as the National Ecosystem Service Partnership will provide baseline documentation necessary to better integrate green infrastructure in economic development planning at a local scale.

Balanced growth is a concept that was created to address many issues with urbanization, the preservation of green infrastructure being a main concern. Balanced growth advocates for responsible development that does not consume green infrastructure without just cause. The Peoria-Pekin area is not unlike many other rapidly urbanizing regions in the nation in that there is much progress to be made in the incorporation of balanced growth concepts in land use and economic development decisions for the purpose of green infrastructure preservation. Tri-County Regional Planning Commission, however, has made great strides in setting a framework for moving the region forward with balanced growth initiatives. TCRPC has developed model policy for steep slope protection, stormwater management, and low impact development. The City of Peoria has developed a stream buffer ordinance. Incorporation of these policies into local subdivision and zoning codes has great potential to facilitate development practices that reflect balanced growth ideals.

### Green Infrastructure Goal Matrix

The table below is a matrix comparing the green infrastructure goals with summary goal statements for each of the remaining themes. The “x” indicates that the goal complements the theme, “o” indicates the goal conflicts with the theme, and “NA” indicates that the goal is not applicable to a theme. The matrix is a device to assist in the prioritization of the goals and to set a framework for policy improvements. Goals that complement all themes, for example, will take precedence in implementation over goals that are incompatible with other regional themes. The goals are compared against the following summary theme statements:

- **Balanced Growth:** the goal complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

- **Economic Development:** the goal benefits existing regional business/industry, or provides impetus for new net job growth.
- **Green Infrastructure:** the goal improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

Identification Number	Green Infrastructure	Balanced Growth	Economic Development	Public Infrastructure
GI-1	Strive to reach the goals of the federally recognized Green Highways Partnership	x	x	x
GI-2	Preserve local-scale travel corridors and migration routes for native species	x	NA	NA
GI-3	Preserving existing high quality and contiguous habitat should have greater priority than the option to mitigate disturbances.	x	NA	x
GI-4	Contribute to the protection of the Illinois River by preventing nonpoint source pollution from roadway stormwater runoff	x	x	x
GI-5	Consider wetlands a high priority in the green infrastructure system	x	NA	NA
GI-6	As a region, place a greater emphasis on preserving and restoring green infrastructure	x	x	NA
GI-7	Reduce overall vehicle miles traveled	x	x	x

GI-8	Reduce energy consumption as a result of the transportation infrastructure	x	x	x
GI-9	Reduce light pollution from transportation infrastructure	NA	NA	x
GI-10	Reduce noise pollution by using barriers where appropriate	NA	NA	x
GI-11	Ensure groundwater protection with each new road project	x	x	NA

## Priorities and Performance Measures

All green infrastructure goals either compliment or do not apply to the remaining theme statements and none of the goals contradicted other theme statements; therefore, all said green infrastructure goals are a priority for the purposes of this comprehensive plan. The table below details the performance measures related to the priority Green Infrastructure Subcommittee goals. Some subcommittee goals are grouped and summarized.

Sub-Committee Goal	Performance Measure	Mechanism to accomplish goal	Timeframe	Measurement
Strive to reach the goals of federally recognized Green Highways Partnership  GI-1	Address five sites per year that are impacted by storm water runoff from roadways.	Place gabion baskets, bioswales, and/or native vegetation in locations of need	Every 5 years for 25 years.	Track stormwater improvement projects.
	Integrate new storm water management technologies into the construction of all new roadways	Incorporate bio-retention, infiltration trenches, vegetative swales, check dams and other technologies into the overall construction plan for any road.	Every project for the next 25 years.	PPUATS to ensure that all projects receiving federal dollars have appropriate and reasonable integration of the most current and effective stormwater technologies.
Preserve existing green infrastructure  GI-1-6	Avoid future impacts of new road construction on environmental corridors.	Continue STU criteria that places value on avoidance of environmental corridor areas.	5 years	Environmental STU criteria is still active
	Three communities adopt environmental protection ordinance such as the model ravine overlay protection or the stream	TCRPC to promote model ordinances	5 years	Adoption of ordinances by communities

	buffer ordinance.			
	TCRPC provide PPUATS with one presentation per year on the status of green infrastructure in the region.	TCRPC provide presentations.	Each year for 25 years.	The execution of the presentations.
Reduce VMT GI-7	Reduce VMT by 25% over the next 25 years at a rate of 1% each year	Continue building the regional trail system, promote and expand public transit, support in-fill development, execute a regional ride share program	Each year for 25 years.	IDOT VMT measurements
Reduce energy consumption as a result of the transportation system. GI-8	Collect data on existing efforts to incorporate low energy lighting to be included in the 2015 LRTP.	TCRPC to work with PPUATS members in data collection.	5 years	Incorporation of data in 2015 LRTP
	Acquire hybrid buses for CityLink.	CityLink secure funding for hybrid buses	10 years	Presence of buses
	Author a congestion management plan.	TCRPC complete the management plan under FHWA requirements	5 years (to be completed by July 2012)	Presence of a plan approved by FHWA
Reduce light pollution G-9	15% of new road projects install light features compliant with International Dark Sky Association standards.	Communities integrate Dark Sky Compliance features into light systems.	10 years	Number of Dark Sky compliant lighting fixtures
	Communities undergo planning to address light pollution	TCRPC to secure grant funding for planning initiatives or local municipalities/counties integrate light pollution planning into	10 years	Number of plans created

		overall work program.		
Reduce noise pollution G-10	Construct noise barriers where appropriate to prevent noise pollution in neighborhoods.	Implemented on a case by case basis	25 years	Number of noise barrier installed where communities deem necessary.
	Maintain quality pavement conditions	(see Public Infrastructure)		
Ensure groundwater protection with new roads. GI-11	See performance goals GI 1-8			

# GREEN HIGHWAYS

## Introduction

The Green Highways Partnership (GHP) is an initiative created by US EPA, US Federal Highway Administration, and the Maryland State Highway Administration. The program incorporates environmental streamlining and stewardship into all aspects of the highway lifecycle through concepts such as integrated planning, regulatory flexibility, and market-based rewards. The partnership emphasizes multidiscipline collaboration to achieve environmental goals above and beyond standard regulations. Highway projects completed through this partnership have demonstrated that not only can there be minimal impacts on the environment as communities build out their transportation infrastructure, but with the proper partnerships, forethought, and planning in place, transportation projects can bring a net benefit to local environments and green infrastructure.

The young Green Highways Partnership has already gained tremendous recognition in the Mid-Atlantic region through various pilot projects. One example of a green highway under construction through the partnership is Maryland State Highway Administration's Inter-County Connector (ICC). The ICC will link existing and proposed development areas between the I-270/I-370 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George County with a state-of-the-art, multi-modal east-west highway that limits access and accommodates the movement of passengers and goods. Environmental protection measures under this project include, but are not limited to the following:

- Nearly 74,000 linear feet of stream restoration in Northwest Branch, Indian Creek and the Paint Branch and Upper Paint Branch watersheds.
- 1,500 linear feet of fish passage work, which will remove or bridge blockages, thus enabling fish to reach prime upstream spawning areas.
- More than 83 acres of new wetlands at seven major sites. The restoration of wetlands adjacent to Northwest Branch was completed fall of 2008.
- Approximately 4,300 acres of water quality and stormwater management improvements, including state-of-the-art stormwater controls and 16 stormwater-management sites, in each of the major watersheds.
- 21 projects, totaling 620 acres, aimed at improving water quality, protecting brown trout and other environmental conditions in the Upper Paint Branch watershed.

- 44 bridges and culverts (in addition to the bridges at major stream crossings) to provide safe passage for deer and small mammals.
- More than 700 acres of reforested land to create new forest habitat.
- Over 775 acres of new parkland to mitigate the approximately 88 acres that will be used for the ICC. One park project was completed in late summer 2006: a new soccer field for the Wheaton Boys and Girls Club has replaced a field that was prone to flooding.
- Extra effort by contractors to reduce emissions from construction equipment.
- ICC bridges over parks and streams will be longer than normal to lessen the amount of environmental impact in these sensitive areas and to allow greater clearance for wildlife and vegetation.

The environmental program for the ICC is budgeted for \$370 million, more than 15 percent of the project's estimated cost.

### **Green Highways and Central Illinois Communities**

A 2009 summer meeting of the Transportation Research Board's Environmental Analysis and Transportation Committee was attended by federal and state agency staff from Federal Highway Administration, US Fish and Wildlife Service, US Environmental Protection Agency, American Association of State Highway and Transportation Officials, numerous state highway agencies, and regional Metropolitan Planning Organization representatives. The message communicated by participants of this meeting was clear. Transportation projects of the future are not solely the responsibility of the Federal Highway Administration and State Departments of Transportation. US EPA, Fish and Wildlife Services and other agencies will have a much greater degree of participation in an effort to form partnerships to preserve, protect, and enhance green infrastructure as it relates to transportation.

Greening the roadway system in Central Illinois will take a great deal of collaboration with the Illinois Department of Natural Resources, the US and IL Environmental Protection Agencies, the Federal Highway Administration, the United States Department of Agriculture, and others. With immense natural resources including the Illinois River Bluffs and a collection of rivers and streams, Central Illinois has great potential to positively or negatively impact environmental resources with transportation infrastructure. As stated, Maryland State Highways' ICC has demonstrated that building transportation infrastructure can result in a net *benefit* to green infrastructure. To accomplish this, Central Illinois communities must form new partnerships and introduce green infrastructure improvement strategies early in project planning to morph status-quo transportation practices to this greener alternative.

An example of a local highway planning initiative that has resulted in a greener highway is the proposed Illinois Route 29 improvements. The plans call for an expansion of the existing two-

lane highway to a four-lane expressway. Challenges include intersections with Illinois River Bluffs and wetlands along the Illinois River. IDOT has planned for several environmental protection measures; these include: narrowing the median using retaining walls to preserve land, creating a "split-profile" design to avoid impacts to upland forests along the bluffs, creating a "split interchange" design to reduce impacts to wetlands, IDNR property, and residential and commercial property, using 44 wildlife passages at road kill hotspots and other probable crossing locations, and planting 64 acres of trees and 255 acres of prairie species on excess right-of-way and landlocked parcels. These measures are an example of IDOT going above and beyond environmental regulation to act as stewards for the impacted areas. IDOT partnered with Ducks Unlimited, Illinois Department of Natural Resources and other environmental organizations in the creation of this plan.

The next steps to advance implementation of green highways in the region can include

- The integration of green highway concepts in the development of the Eastern Bypass plan,
- The integration of green highway concepts into all future IDOT improvements, and
- Improvements to the STU criteria for local projects to make green highways oriented design more competitive on a local scale.

### **Best Management Practices (BMP) Menu**

Below is a list of best management practices identified by the Green Highways Partnership ([www.greenhighways.org](http://www.greenhighways.org)). This menu is divided into three categories: watershed-driven storm water management, conservation and ecosystem protection, and re-use and recycling. These are practices that local governments and Illinois Department of Transportation can begin to consider as the region progresses into the future of transportation.

#### *Watershed-Driven Stormwater Management*

Prior to urbanization of the Peoria area, the landscape consisted of a vast network of green infrastructure in the form of prairies, wetlands and forests. During a rain event, vegetation absorbed most of the water as it hit the ground. Streams were fed, not by surface water runoff, but by groundwater. In today's urbanized environment, rainwater hits impervious, hard surfaces such as roads, driveways, and rooftops. It is no longer absorbed onsite by vegetation but is channeled and discharged into local streams or ravines at discrete locations. The hydraulic force of this increased volume and velocity of water to the stream system causes massive erosion of the stream channel and results in sedimentation of downstream waterbodies. Stormwater runoff from impervious surfaces also contributes to the distribution

of land-based chemicals, debris and other non-point source pollutants to local streams and rivers.

The most common methods for addressing stormwater runoff from urbanized areas is to mimic natural processes that absorb, infiltrate and filter urban stormwater runoff.



### Native Vegetation in Swales

Typically, swales that convey stormwater along roads and highways are a maintained turf that absorbs little to no stormwater runoff. Simply converting these swale areas to native prairie plants will increase the system's capacity to absorb stormwater. Native plantings are also an aesthetically pleasing and economically sound choice; maintenance is limited to mowing or a prescribed fire every two – three years.

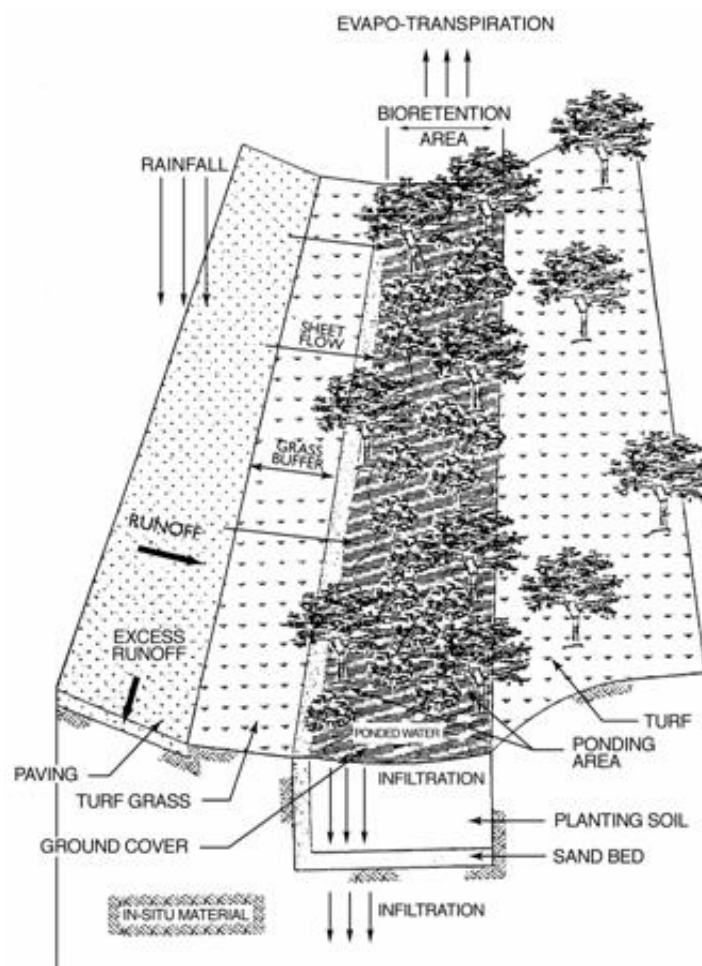
### Bioretention

Bioretention is a BMP that uses soil and herbaceous plants to remove pollutants from storm water runoff. Appropriate design specifications can vary from region to region due to soil types, infiltration rates, etc. One example of this practice is a bioretention basin that works by forcing water to flow through a sand bed (which slows the water's velocity) and into a retention area with native, wet-loving plant species. Water is pooled until it infiltrates the bioretention area or is evaporated into the environment. In highway projects, bioretention basins are often linear swales that collect runoff along the roadside.

Residential implementation can range from \$3 to \$4 per square foot. Commercial, industrial, and institutional uses range \$10 to \$40

per square foot. In assessing cost, it is important to consider long term maintenance of the entire drainage system, including the stream or drainageway that receives the water.

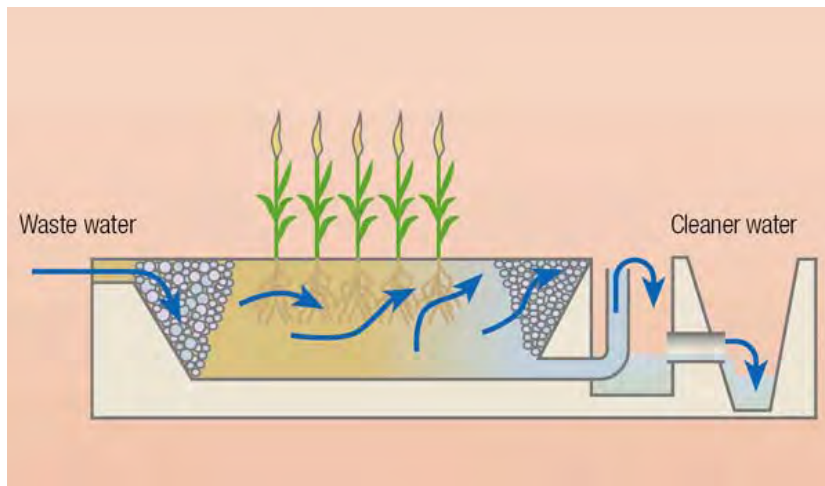
[http://www.lid-stormwater.net/bio\\_costs.htm](http://www.lid-stormwater.net/bio_costs.htm)



### Stormwater Wetlands

Stormwater wetlands are a constructed wetland system designed to use natural biological processes to remove pollutants from surface water runoff. Pollutants are removed through settling and biological uptake as stormwater flows through the wetland. These constructed wetlands are among the most effective means of removing non point source pollutants from stormwater runoff. Advantages include improvements in water quality, settlement of particulates, biological uptake of pollutants, flood attenuation, reduced peak discharges, and relatively low maintenance costs. Limitations include: difficulty maintaining vegetation under various flow conditions, depending upon design there is a larger land requirement than other bmps, and relatively high construction costs compared with other bmps. Stormwater wetlands require a contributing drainage area of at least 10 acres, although pocket wetlands can be created for smaller areas if there is sufficient groundwater flow.

[http://www.metrocouncil.org/environment/Watershed/bmp/CH3\\_STConstWLSwWetland.pdf](http://www.metrocouncil.org/environment/Watershed/bmp/CH3_STConstWLSwWetland.pdf)



### Porous Pavement

Porous pavement is a permeable pavement surface with an underlying stone reservoir that temporarily stores surface runoff before infiltrating into the subsoil. This porous surface replaces traditional pavement, allowing stormwater runoff to infiltrate directly into the soil and receive water quality treatment. Options include porous asphalt and pervious concrete. Porous asphalt and pervious concrete appear the same as traditional pavement from the surface, but are manufactured without "fine" materials, and incorporate void spaces to allow infiltration. Water is conveyed to the stone reservoir through the surface of the pavement, and infiltrates into the ground through the bottom of this stone reservoir. A geosynthetic liner and sand layer should be placed below the stone reservoir to prevent preferential flow paths and to maintain a

flat bottom. Designs also need some method to convey larger storms to the storm drain system. One option is to set storm drain inlets slightly above the surface elevation of the pavement. This allows for temporary ponding above the surface if the surface clogs, but bypasses larger flows that are too large to be treated by the system.



Maintenance of the pavement surface is critical to prevent clogging. Frequent vacuum sweeping is needed to keep the surface clean. Porous pavement should be located only on low traffic or overflow parking areas, which are expected not to be sanded during wintertime conditions.

[http://www.stormwatercenter.net/Assorted%20Fact%20Sheets/Tool6\\_Stormwater Practices/Infiltration%20Practice/Porous%20Pavement.htm](http://www.stormwatercenter.net/Assorted%20Fact%20Sheets/Tool6_Stormwater_Practices/Infiltration%20Practice/Porous%20Pavement.htm)

### *Ecosystem Protection*

Why are ecosystems important to people? Local ecosystems, otherwise known as green infrastructure, are the systems that provide the most efficient mechanism to clean, infiltrate, and store groundwater; an intact green infrastructure controls flooding, improves surface water quality, and controls pest infestations. If the role of green infrastructure is underestimated, it can be of great consequence to any community. At the 2009 meeting of the Transportation Research Board's Environmental Analysis and Transportation Committee, Larry Selzer, President and CEO of the Conservation Fund provided an example where a rapidly growing community came within weeks of losing their groundwater supply. Forest land that once contributed to the groundwater supply could have been purchased for under \$1,000 per acre in its natural state, but is now under deconstruction of strip malls and reforestation for a cost of over \$500,000 per acre. Even with restoration activities, it is very difficult to recreate a remnant ecosystem after intense construction activities altered soil types and the availability of seedbeds and other wildlife. Sufficient planning and recognition of the roles of local

ecosystems must be integrated into land use and economic development decisions to prevent costly restoration of a much needed green infrastructure.

### Avoidance

Wildlife corridors have been identified in the tri-county areas through the Local Legacy initiative developed by Tri-County Regional Planning Commission and the Illinois Department of Natural Resources. As road projects are identified in the tri-county area, avoid sensitive environmental areas.

### Habitat Mitigation

Where green infrastructure must be disturbed, identify restoration and preservation opportunities that go beyond traditional regulation. It is with habitat mitigation, that a transportation project could very well *improve* ecosystems on a regional scale. Mitigation involves prairie, wetland, and forest restoration as well as stream channel stabilization. The IL 29 improvement project, for example, outlines a strategy to plant 64 acres of trees and 255 acres of prairie. Partnerships with environmental agencies are crucial in identifying appropriate habitat mitigation practices.

### Wildlife Crossings

Millions of birds, reptiles, mammals, and amphibians are killed every year by vehicles travelling on America's roads, in addition to the more than 200 motorists that are killed each year striking these creatures. The easiest way to prevent animal-vehicle collisions on a built environment is to provide wildlife a safe path across roadways. Bridges, tunnels, culverts, and barriers can direct wildlife over, under, or around the roadway. Crossings can be designed to coincide with the natural environment and with natural animal movement paths. Smart design allows for optimum usage and minimizes habitat disruption and fragmentation. Roadways themselves can be modified to include escape areas, which allow a safe exit for trapped animals.

### Nature-Oriented Design

Nature-oriented design includes a broad spectrum of practices that accommodate wildlife at the project location. These practices include the details that may specifically benefit a certain species. For example, South Carolina Department of Transportation's (SCDOT) Ravenel Bridge, a gateway connecting Charleston with the town of Mt. Pleasant, was designed to include lighting that did not disturb migratory birds and aquatic creatures in close proximity. SCDOT signed an agreement with the US Fish and Wildlife Service to use 250-watt bulbs instead of the

originally planned 1,000-watt bulbs to illuminate the bridge's towers. SCDOT also agreed to turn the lighting off during certain hours during turtle nesting season.

There are many examples of simple strategies to protect wildlife that are endorsed by the Federal Highway Administration. For example, signage warning motorists of deer or elk has proven to reduce auto speed and decrease the likelihood of animal-vehicle collisions. Another simple solution to a specific problem is implementing the use of inexpensive wire fencing in order to prevent tortoises from reaching the road. This method is used in Arkansas with great success.

### *Reuse and Recycling*

Reusing and recycling building materials and implementing construction techniques to mitigate waste and minimize natural resource consumption are economical as well as environmentally friendly measures for greening transportation infrastructure. Status quo concrete production consumes a vast amount of natural resources and emits tremendous quantities of waste into the atmosphere in the form of toxic fumes and gasses. Recycled industrial products can significantly reduce concrete production waste and resources.

### Slag Cement

Slag cement, or ground granulated blast furnace slag, is a byproduct of iron production. It can be used to replace large portions of Portland cement, saving on the necessary extraction of limestone and clay from the earth's surface. Typical mixture designs for structural or paving concrete normally use substitution rates between 25 and 50 percent; high performance and mass concrete applications can use substitution rates up to 80 percent. These high proportions for slag cement dramatically reduce the embodied material, energy, and emissions in a cubic yard of concrete. Substituting 50 percent slag cement can save between 281 and 640 pounds of virgin material per cubic yard of concrete, a reduction of between 6 and 15 percent.

In Portland cement manufacturing, almost one ton of CO<sup>2</sup> is released for every ton of portland cement produced. Between 165 and 374 pounds of CO<sup>2</sup> are saved per cubic yard of concrete by using a 50 percent slag cement substitution, a 42 to 46 percent reduction in greenhouse gas emissions. Slag cement also requires nearly 90 percent less energy to produce than an equivalent amount of portland cement.

Slag cement is whiter in color than Portland cement or other cementitious materials, such as fly ash or silica fume. This results in lighter-colored concrete products with higher reflectivity which aides in higher visibility, improved safety, and reduced heat island effect.

Source: Slag Cement Association

### *Fly Ash Concrete*

Substituting fly ash for Portland cement is another way to make concrete greener. Fly ash is a byproduct of coal combustion for electric power facilities. Fly ash is normally used in quantities between 15 and 25 percent, as compared with substantially higher substitution levels for slag cement.

Over 61 million metric tons (68 million tons) of fly ash were produced in 2001. Currently, over 20 million metric tons (22 million tons) of fly ash are used annually in a variety of engineering applications. Typical highway engineering applications include Portland cement concrete (PCC), soil and road base stabilization, flowable fills, grouts, structural fill and asphalt filler. Fly ash utilization, especially in concrete, has significant environmental benefits including (1) increasing the life of concrete roads and structures by improving concrete durability, (2) net reduction in energy use and greenhouse gas and other adverse air emissions when fly ash is used to replace or displace manufactured cement, (3) reduction in amount of coal combustion products that must be disposed in landfills, and (4) conservation of other natural resources and materials.

Source: American Coal Ash Association

### *Foundry Sand*

Metal foundries use large amounts of sand as part of the metal casting process. Foundries successfully recycle and reuse the sand many times in a foundry. When the sand can no longer be reused in the foundry, it is removed from the foundry and is termed “foundry sand.” Foundry sand production is nearly 6 to 10 million tons annually. Like many waste products, foundry sand has beneficial applications to other industries.

Foundry sand is a fine aggregate. It can be used in many of the same ways as natural or manufactured sands. This includes many civil engineering applications such as embankments, flowable fill, hot mix asphalt and portland cement concrete. Foundry sands have also been used extensively as agricultural topsoil.

Currently, approximately 500,000 to 700,000 tons of foundry sand is used annually in engineering applications. The largest volume of foundry sand is used in geotechnical applications, such as embankments, site development fills and road bases. Foundries are

located throughout the United States in all 50 states. However, they tend to be concentrated in the Great Lakes region, with strong foundry presence.

Source: Federal Highway Administration

### *Asphalt Pavement Recycling with Reclaimed Asphalt Pavement (RAP)*

The Federal Highway Administration (FHWA) supports and promotes the use of recycled highway materials in pavement construction in an effort to preserve the natural environment, reduce waste, and provide a cost effective material for constructing highways. As part of the FHWA recycled materials policy, the FHWA actively promotes asphalt pavement recycling and technology.

Reclaimed asphalt pavement (RAP) is the term given to removed and/or reprocessed pavement materials containing asphalt and aggregates. These materials are generated when asphalt pavements are removed for reconstruction, resurfacing, or to obtain access to buried utilities. When properly crushed and screened, RAP consists of high-quality, well graded aggregates coated by asphalt cement.

Although the majority of old asphalt pavements are recycled at central processing plants, asphalt pavements may be pulverized in place and incorporated into granular or stabilized base courses using a self-propelled pulverizing machine. Hot in-place and cold in-place recycling processes have evolved into continuous train operations that include partial depth removal of the pavement surface, mixing the reclaimed material with beneficiating additives (such as virgin aggregate, binder, and/or softening or rejuvenating agents to improve binder properties), and placing and compacting the resultant mix in a single pass. Quality control is needed to ensure that the processed RAP will be suitable for the prospective application. This is particularly the case with in-place pavement recycling.

Reliable figures for the generation of RAP are not readily available from all state highway agencies or local jurisdictions. Based on incomplete data, it is estimated that as much as 41 million metric tons (45 million tons) of RAP may be produced each year in the United States.

Source: Federal Highway Administration

## **Conclusion**

Green Highways concepts can apply to local roadways as well as major highway systems. Integrating new practices will require extra effort to educate local decision makers on greener options. More information on the Green Highway Partnership can be found at

[www.greenhighways.org](http://www.greenhighways.org).

# TRAVEL DEMAND MODEL (TDM)

A Travel Demand Model (TDM) is used to develop information to help make decisions on the future development and management of transportation systems. TDM is part of an overall transportation planning process that involves a forecast of travel patterns 15 to 25 years into the future, and an attempt to develop a future transportation system that will work effectively.

Transportation has significant effects on land use, mobility, economic development, environmental quality, government finance, and quality of life. Effective transportation planning is needed to help create high quality transportation services at a reasonable cost with minimal environmental impact. Failure to plan can lead to severe traffic congestion, dangerous travel patterns, undesirable land use patterns, adverse environmental impact, and wasteful use of money and resources. Models are important because transportation plans and investments are based on what the models say about future travel. Models are used to estimate the number of trips that will be made on an alternative transportation system at some future date. These estimates are the basis for transportation plans and are used in major investment analysis, environmental impact statements, and in setting priorities for investments (roads and land use).

During a past Federal Highway Administration/ Federal Transit Administration (FHWA/FTA) Metropolitan Planning Organization (MPO) Certification review, it was noted in the recommendations and findings that the Peoria MPO should complete the plans to implement a travel demand model. It was suggested that the model be able to produce reliable projections of travel demand that will serve as critical inputs for advancing safety conscious planning, long range transportation planning, congestion management strategies, freight forecasting, and air quality planning. Shortly after the MPO Certification review, MPO staff began developing a plan to address creating a Travel Demand Model. Staff developed a 5-year plan that outlined a process for obtaining funding, retaining a consultant, developing the model, and developing an in house training plan.

The Peoria TDM follows the basic steps in the traditional travel demand forecasting process.

1. Trip Generation- forecasts the number of trips will be made.
2. Trip Distribution- determines where the trips will go.
3. Trip Assignment- predicts the routes that the trips will take, resulting in traffic forecasts for the highway system.

### Step 1 Trip Generation:

Trip Generation is the first step of the travel demand modeling process. Within each Traffic Analysis Zone (TAZ), productions and attraction are generated for existing and future land use development. The future land use scenarios were created by customized software called the Land Use Evaluation and Assessment Model or LEAM developed by the University of Illinois at Champaign-Urbana. Each TAZ will have a specific number of trip productions (trips generated by individuals and households) and Trip attractions (work, retail) calculated for it, under each alternative land use. All trips are expressed as a “person trip,” and trip productions and trip attractions are brought into balance.

### Step 2 Trip Distribution:

Once person trips have been generated, they are then distributed by trip purpose on the transportation system to approximate the trip interchanges between TAZs. Person trips are distributed based largely on the land use and trip generation characteristics in each TAZ and the travel time between zones.

### Step 3 Trip Assignment:

After auto, mass transit, bike, and walking trips are distributed among zones, auto trips are then assigned to the transportation network. The existing transportation system is used for the initial trip assignments, which includes the current street and highway configurations. Iterative assignments are conducted to determine the shortest travel time path from one TAZ to another so that all routes reach an equilibrium state relative to the alternative travel routes. The assignment technique most widely used is the called the equilibrium assignment.

This TDM is being used as a tool to forecast existing and future travel demands given the land use and proposed roadway improvement scenarios in the Tri-County region. This model is focused on forecasting the effects of these scenarios on average daily automobile trips over the study area network. This travel demand model is intended to be a tool to help develop policies that promote strategic investments throughout the Tri-County area.

Cube Voyager is a well known and respected transportation modeling software. After careful consideration, Cube Voyager was chosen for use in the TDM. The majority of the projects in the LRTP were loaded into the CUBE Voyager software. Certain projects were not included due to the nature of their complexity (Eastern Bypass), or the inability of CUBE to accurately model how the project will affect the transportation network (descriptions of such projects would include resurfacing, improve storm drainage, etc.)

The initial run of the CUBE software created a map of the Tri-County Area streets (collector and above) color coded by their Volume to Capacity Ratio. The V/C is a simple ratio used to determine how much traffic a road is receiving as well as the total capacity which it is designed to carry. A VC/T of 1 means that the road is at its maximum desired load, while a VC/T of .5 means that you would need to double the amount of traffic it received before reaching capacity.

### **Existing Conditions Review**

The existing conditions model runs out to the year 2035 and shows that there is a small amount of roadways over capacity in this region. Those with a V/C over .99 are:

- Farmington Rd. from Kickapoo Creek Rd. to Park Rd. (Peoria / Peoria County)
- The segment of University St. just south of the I-74 interchange ( Peoria)
- Washington St. from Springfield Rd. to just west of I-74 (East Peoria)
- Detroit Avenue from Jefferson St. to just north of Detroit Pkwy. (Morton).

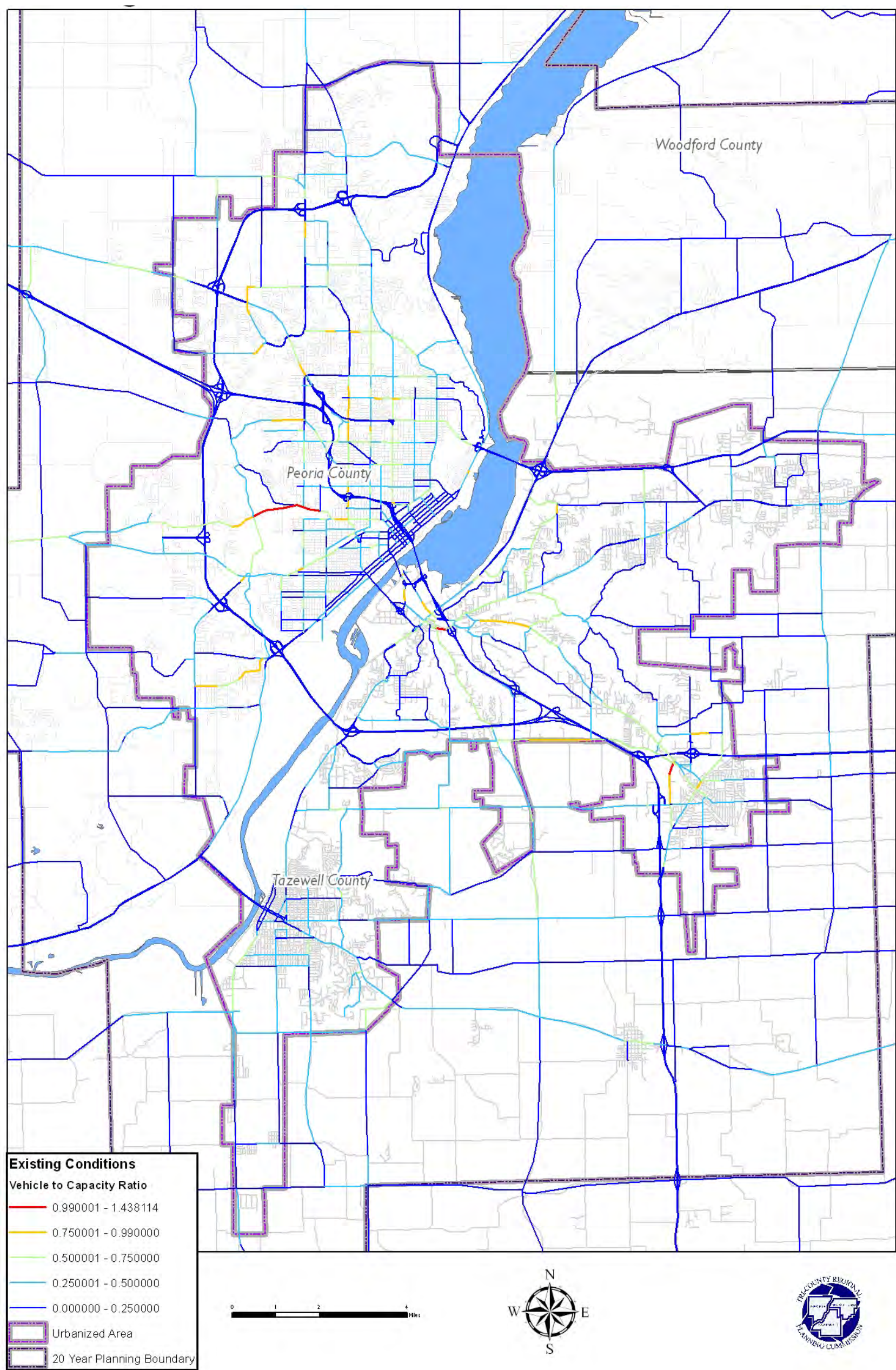
However, there are many more roadways near capacity. Those with a V/C from .75 to .99 are:

- Garfield Avenue from Airport Rd. to Smithville Rd. (Bartonville)
- Airport Rd. just east of the I-474 interchange (Peoria County)
- Farmington Rd. from Hilltop Rd. to Kickapoo Creek Rd. (Peoria / Peoria County)
- Martin Luther King Drive from Culver Rd. to Vista View Ct. (Peoria)
- Main Street from Maplewood Ave. to University St. (Peoria)
- University St. both north and south of the I-74 interchange (Peoria)
- University St. from Forrest Hill Ave. to Clarewood Ave. (Peoria)
- Pennsylvania Ave. just east of the I-74 interchange (Peoria)
- Reservoir Blvd. from Molleck Drive to Sterling Ave. (Peoria)
- Lake Ave. from Pleasant Ridge Ct. to North St. (Peoria)
- Lake Ave. from Knoxville Ave. to Wycliffe Rd. (Peoria)
- War Memorial Ave. from Sterling Ave. to Glen Hollow (Peoria)
- Charter Oak Rd. from Weaverridge Blvd. to Big Hollow Rd. (Peoria)
- Big Hollow Rd. from Pagewood Dr. to just east of Brauer Rd. (Peoria)
- Allen Rd. from Park 74 Dr. to Townline Rd. (Peoria)
- Sheridan Ave. from Richwoods Blvd. to Florence Ave. (Peoria)
- Northmoor Rd. from Imperial Dr. to Rosemead Dr. (Peoria)
- Northmoor Rd. from University St. to St. Mary's Rd. (Peoria)
- Adams St. from Vine St. to Fairholm Ave. (Peoria)
- River Rd. from Washington St. to US-150 (East Peoria)

- Washington St. from Richland St. to west of the US-150 interchange (East Peoria)
- US-150 from IL-116 to Altorfer Ln. (East Peoria)
- US-150 from Urbandale Ave. to Hill Rd. (East Peoria)
- Highview Rd. from Centennial Dr. to Oakwood Rd. (East Peoria)
- Muller Rd. from Patterson St. to Pleasant Hill Rd. (Tazewell County)
- Courtland St. from Morton Ave. to Commerce Dr. (Morton)
- Main St. from Jefferson St. to Jackson St. (Morton)
- Detroit Ave. from Birchwood St. to US-150 (Morton)

The model projects that the majority of the roads in the region are underutilized, with a V/C under .25.

Map 17: Existing Conditions.



## Five Year Project Review

The second model run projected the transportation network with all five year improvements out to the year 2035. The introduction of all five year projects in the LRTP did not bring the V/C of any existing roadway above .99. Rather, the introduction of these projects reduced the V/C of Detroit Avenue in Morton to .94 from 1.09.

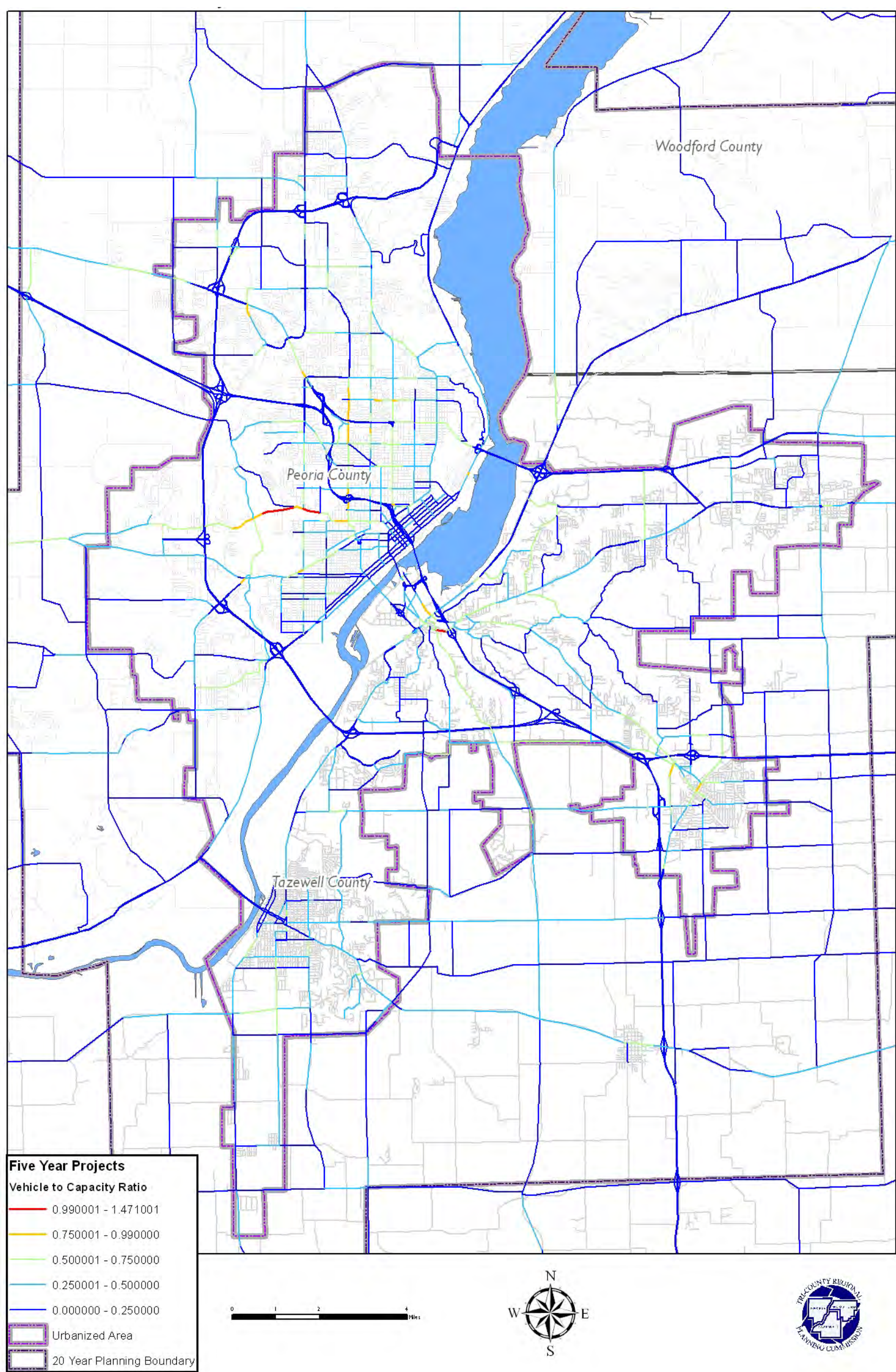
The newly introduced Technology Boulevard is expected to be used moderately with a V/C of .46.

Perhaps the biggest improvement is the extension of Veterans Drive south past Towerline Rd. The V/C along Mall Rd. drops from .60 to .11.

Other notable V/C drops include:

- Courtland St. from Morton Ave. to Commerce Dr. (Morton)
  - V/C = .77 to .72
    - Due to Courtland St. improvements
- Muller Rd. from Patterson St. to Pleasant Hill Rd. (Tazewell County)
  - V/C = .78 to .68
    - Due to Rt. 8 improvements and Veterans Drive extension
- US-150 from Urbandale Ave. to Hill Rd. (East Peoria)
  - V/C = .79 to .67
    - Due to Rt. 8 improvements and Technology Blvd.
- River Rd. from Washington St. to US-150 (East Peoria)
  - V/C = .78 to .74
    - Due to Technology Blvd.
- Washington St. from Richland St. to west of the US-150 interchange (East Peoria)
  - V/C = .81 to .30
    - Due to Technology Blvd.
- Reservoir Blvd. from Molleck Drive to Sterling Ave. (Peoria)
  - V/C = .75 to .69
    - Possibly due to Pioneer Parkway Extension
- Northmoor Rd. from Imperial Dr. to Rosemead Dr. (Peoria)
  - V/C = .75 to .73
    - Due to Northmoor Rd. projects
- Big Hollow Rd. from Pagewood Dr. to just east of Brauer Rd. (Peoria)
  - V/C = .84 to .67
    - Due to Pioneer Parkway Extension

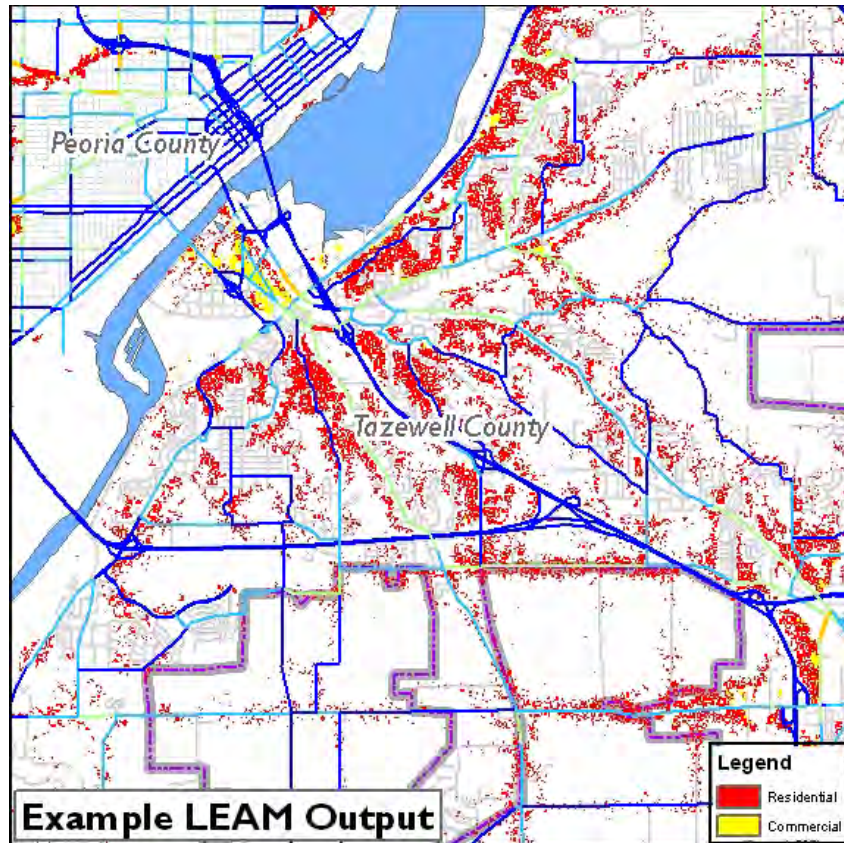
Map 18: Five Year Projects.





### Ten Year Project Review

The third run of the travel demand model projected the transportation network out to 2035 with the inclusion of all ten year projects in the LRTP. This model run also incorporated the use of a Land Use Evolution & Impact Assessment Model (LEAM), which projects the socio-economic development changes created by the five year projects. The introduction of all ten year projects into the model puts an additional segment of Farmington Rd. from Kickapoo Creek Rd. to Raber Rd. over capacity. This is due to the additional trips generated by the development the 5 year projects created.



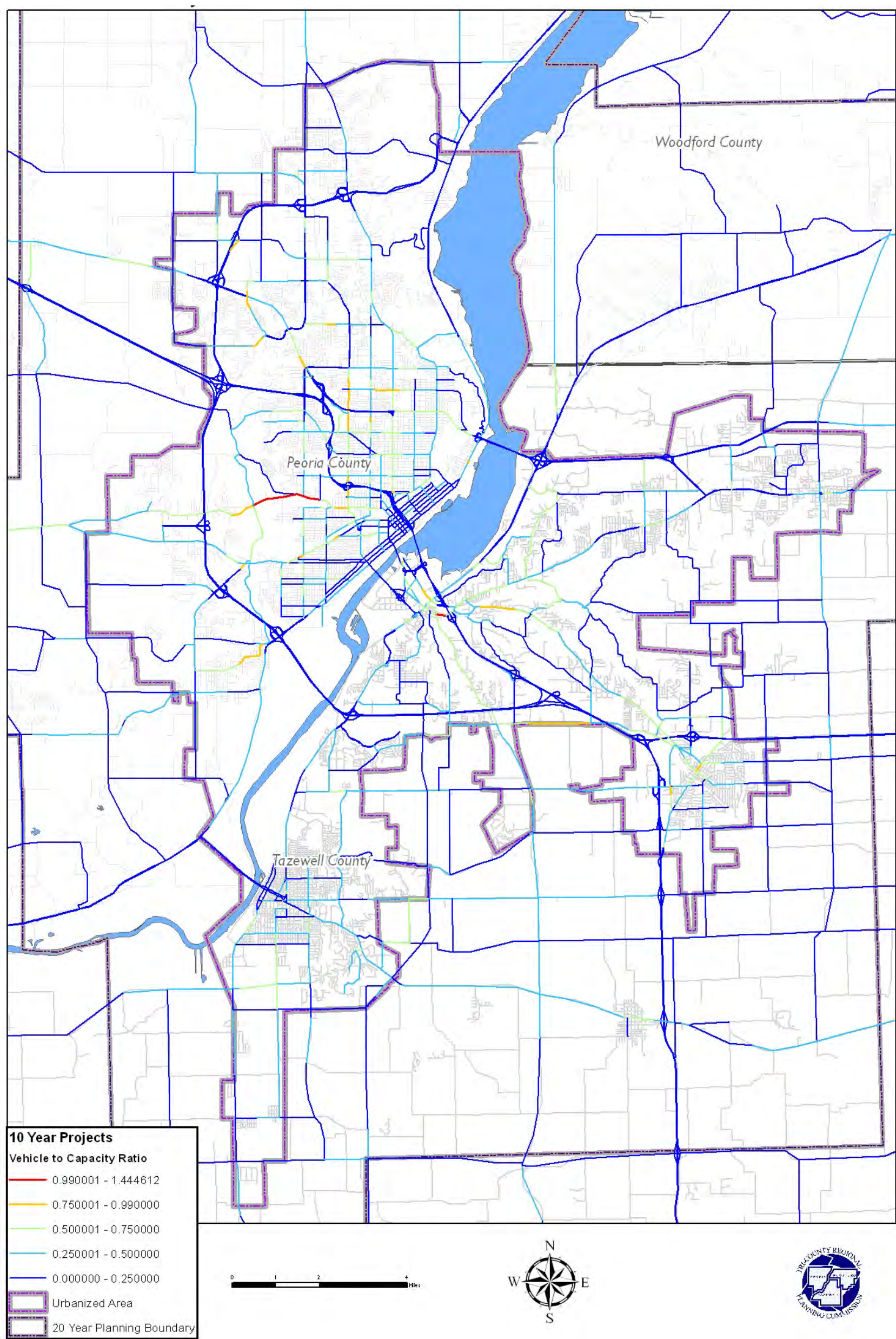
However, every new project added to the transportation network does reduce the V/C of that particular roadway. The following is a list of notable examples:

- Sheridan Ave. from Glen St. to Giles St. (Peoria)
  - V/C = .68 to .29
- Glen Ave. from Sterling Ave. to Forest Hill Ave. (Peoria)
  - V/C = .51 to .35
- Detroit Ave. from Birchwood St. to US-150 (Morton)
  - V/C = .95 to .44
- US-24 south of Kingston Mines (Peoria County)
  - V/C = .34 to .17

The introduction of these projects creates no major changes throughout the transportation network in the region. However, the improvements helped to maintain the integrity of a transportation network that, as a whole, operates far below its maximum capacity.



Map 19: Ten Year Projects.



## Twenty-Five Year Project Review

The fourth and final run of the travel demand model projected the transportation network out to 2040 with the inclusion of projects in the LRTP. This model run also utilizes LEAM and contains the increased trips created by economic development improvements generated by the five and ten year LRTP projects. The introduction of all 25 year projects in the LRTP did not bring the V/C of any existing roadway above .99. However, the increased trips generated by the economic development of the 10 year projects did boost the V/C ratio into the .75 to .99 range for a few roads. The most notable examples of this occurrence are:

- Springfield Rd. from Main St. to James Ct. (East Peoria)
  - V/C = .65 to .79
- Highview Rd. from Centennial Dr. to Oakwood Rd. (East Peoria)
  - V/C = .71 to .75
- Reservoir Blvd. from Sterling Ave. to Molleck Dr. (Peoria)
  - V/C = .72 to .78

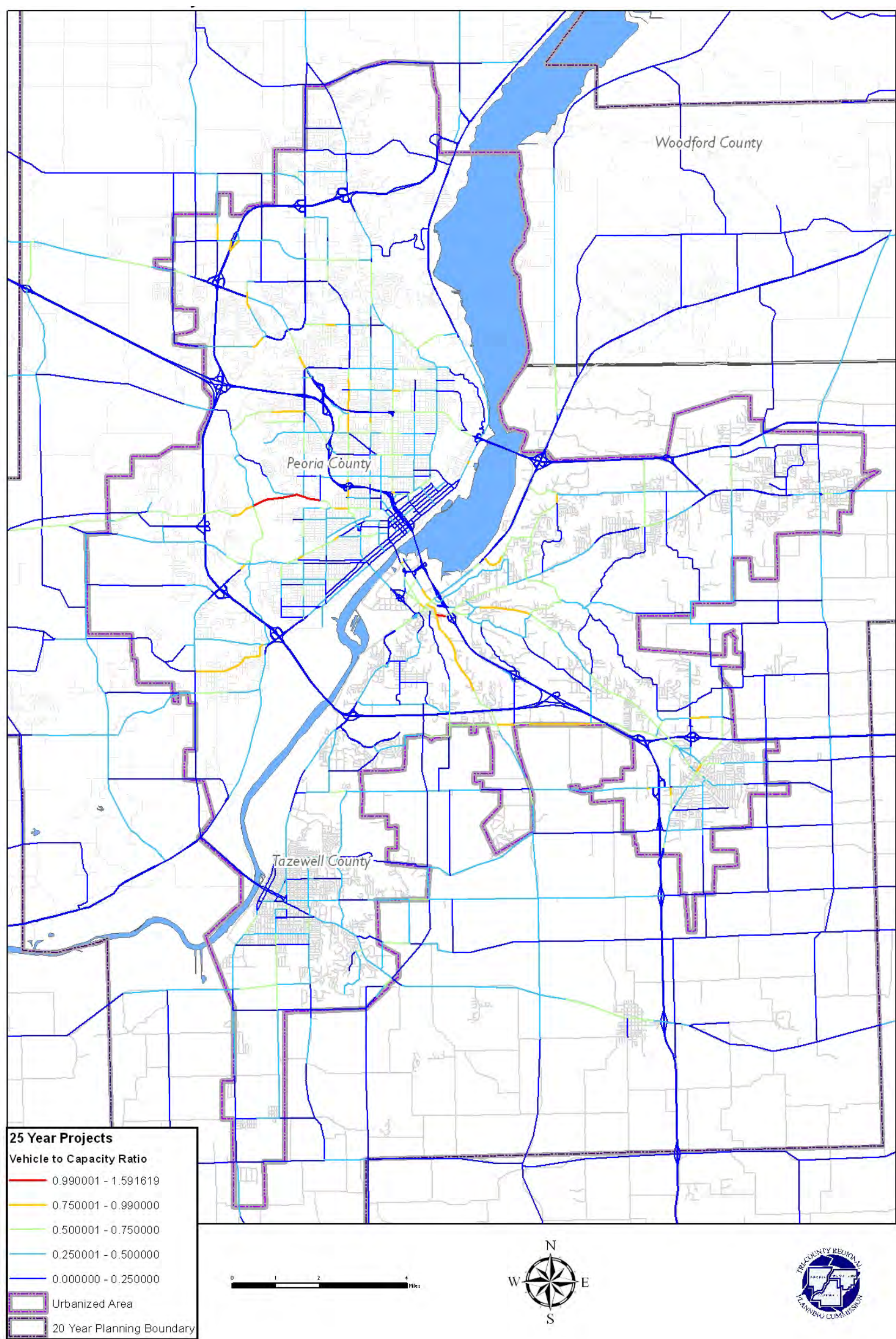
The 25 year projects included four new roadways. Two are projected to have moderate usage immediately, while two are not:

- IL 336 ( Peoria County)
  - V/C = .034
- Orange Prairie Extension ( Peoria)
  - V/C = .003
- Airport Rd. Extension (Peoria County)
  - V/C = .19
- Cummings Ln. Extension ( Washington)
  - V/C = .29

As with the 10 year projects, the introduction of the 25 year projects creates no major changes throughout the transportation network in the region. However, the improvements help to maintain the integrity of a transportation network that, as a whole, operates far below its maximum capacity.



Map 20: Twenty-Five Year Projects.



# FUNDING ANALYSIS

## Introduction

By Federal law, the Long Range Transportation Plan (LRTP) must be fiscally constrained. This means that transportation projects included in the plan must have reasonably guaranteed funding sources for them to be included. Specifically:

*The LRTP must include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.*  
(23 CFR 450.322)

This chapter will discuss revenue sources, and estimate the amount of federal, state, and local funding that will be available for transportation projects over the next twenty-five years in the Peoria-Pekin Urbanized Area. The purpose of this analysis is to determine whether or not the region has adequate resources to operate and maintain the existing transportation system, and also have the resources to build future capacity into the transportation system.

## Federal Revenues

The primary source of federal funds for transportation projects is The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users, commonly known as SAFETEA-LU. This Act, which was enacted in 2005, provides funds to the Peoria-Pekin Urbanized Area through several programs:

- Interstate Maintenance Program
- National Highway System Program
- Surface Transportation Program
- Highway Bridge Replacement and Rehabilitation Program
- Hazard Elimination Safety Fund
- Federal Transit Administration urbanized area formula grants for Mass Transit
- Federal Transit Administration capital investment grants for Mass Transit
- Transportation Enhancement Program

These programs require different levels of local matching funds, ranging from 0% to 20%.

Federal funds are used primarily to maintain the existing transportation system; however, they are also used to improve the transportation by adding capacity as the population grows.

### Forecast of Federal Revenues

Funding forecasts were divided into three sources of funding to determine estimated revenues for the 25-year planning horizon:

- Federal funds with the exception of STPU-Local dollars and Transit
- STPU-Local
- Transit

Uncertainty in the funding levels increase in the later years of the planning horizon.

#### *Federal Funds with the Exception of STPU-Local Dollars and Transit*

Federal funding fluctuates yearly, often differing by millions of dollars. For the years FY2011 to FY 2013, federal program funds, with the exception of STPU-Local dollars and Transit funding, have previously been calculated as part of the FY2010-2013 Transportation Improvement Program (TIP). Table 17 shows the yearly funding level. (Match is not included in the figures.)

Table 17: Allocated Federal Funding with the Exception of STPU and Transit.

<b>Fiscal Year</b>	<b>Anticipated Funding Level</b>
FY10	\$ 31,870,000
FY11	\$ 22,822,000
FY12	\$ 32,894,000
FY13	\$ 28,056,000
<b>Average</b>	<b>\$ 28,910,500</b>

In order to estimate the funding levels for the years FY2014 through FY2035, an average of the FY2010 to FY2013 funding levels was used, which has been rounded to \$29,000,000. In addition, an inflation/escalation factor of 3% per year was applied.

The amount of federal funds (with the exception of STPU-Local and Transit) estimated to be available is shown below in Table 18. The amounts have been aggregated to match the time frame for the projects that have been submitted:

Table 18: Estimated Federal Funds With Exception of STPU and Transit.

<b>Fiscal Years</b>	<b>Estimated Available Funds</b>
FY2010-2015	\$177,000,000
FY2016-FY2020	\$168,000,000
FY2021-FY2035	\$684,000,000
<b>TOTAL FY2011 – FY2035</b>	<b>\$1,029,000,000</b>

An additional source of funds for state transportation projects in the MPO area is money available by special legislation. The most recent federal transportation bill, known as SAFETEA-LU, was enacted in July 2005 and had a number of earmark projects for the Peoria-Pekin Urbanized Area.

Table 19: Earmarks in SAFETEA-LU.

<b>Project Description</b>	<b>Amount</b>	<b>Recipient</b>
Parking facility for riverfront museum in Peoria	\$ 800,000	Peoria County
IL 29 (IL 6 to I-180) - Phase 2 and land acquisition	\$ 1,600,000	IDOT
Upgrades for Muller Road in Washington	\$ 224,000	Washington
Technology Boulevard in East Peoria	\$ 800,000	East Peoria
Street widening and sidewalks in Bartonville	\$ 762,058	Bartonville
Veterans Drive in Pekin	\$ 4,800,000	Pekin
Pioneer Parkway Extension	\$ 2,600,000	Peoria
Illinois 8 from East Peoria to Washington	\$ 762,056	IDOT
Eastern By-Pass study and land acquisition	\$ 2,400,000	IDOT
Illinois 336 from Peoria to Macomb	\$ 7,200,000	IDOT
<b>TOTAL</b>	<b>\$ 21,948,114</b>	

SAFETEA-LU covered a period of five years and expired in September 2009. It is unknown at this time when a new transportation bill will be passed. It is also unknown if the Peoria-Pekin Urbanized Area will be the recipient of a similar amount of earmark funding once a new bill is passed.

For the purposes of this document, an estimate of the amount of earmarks available to the PPUATS area was made based on historical data. Assuming that earmark funding comparable

to the previous transportation bill is included in the new transportation bill, a total of \$109,000,000 will be made available in the next twenty-five years.

As can be seen in Table 19 on the previous page, some earmarks are for the Illinois Department of Transportation (IDOT), while others are for local agencies/projects. IDOT has estimated that \$85,000,000 of the \$109,000,000 will go to IDOT.

For purposes of this document, the total amount of earmarks was divided by five, and the result is estimated to be the amount of earmarks that can be expected per year. This amount is approximately \$4,300,000.

Table 20: Estimated IDOT Earmarks FY2010-FY2035.

<b>Fiscal Years</b>	<b>Estimated Available Funds</b>
FY2010-FY2015	\$20,000,000
FY2015-FY2019	\$15,000,000
FY2020-FY2035	\$50,000,000
<b>TOTAL</b>	<b>\$85,000,000</b>

The Illinois Department of Transportation has submitted a list of projects to be included in this Long Range Transportation Plan. The amount of federal funds requested by IDOT is shown below in Table 21. (Match is not included in the calculations.)

Table 21: Comparison of IDOT Request to Estimated Available Federal Funds.

	<b>Estimated Funds Available</b>			
<b>Fiscal Years</b>	<b>Authorized</b>	<b>Earmarks</b>	<b>Total</b>	<b>IDOT Request*</b>
FY2010-FY2015	\$177,000,000	\$20,000,000	\$197,000,000	\$197,250,000
FY2015-FY2019	\$168,000,000	\$15,000,000	\$183,000,000	\$183,750,000
FY2020-FY2035	\$684,000,000	\$50,000,000	\$734,000,000	\$732,750,000
<b>TOTAL</b>	<b>\$1,029,000,000</b>	<b>\$85,000,000</b>	<b>\$1,114,000,000</b>	<b>\$1,113,750,000</b>

\*The amount is 75% of the amount requested by IDOT to account for match, which varies by program

The total amount of federal funds requested by IDOT is less than the estimate of the amount of federal funds that will be made available. Therefore, the IDOT request is fiscally constrained. (The total list of IDOT requests can be found at the end of this chapter)

### *American Recovery and Reinvestment Act*

The American Recovery and Reinvestment Act (ARRA), also known as the federal stimulus bill, was passed by Congress in February 2009. This bill provided funding for highway infrastructure projects throughout the nation. At the time this document was prepared, Congress was discussing a second round of stimulus funding. For purposes of this document, it will be assumed that the second round of stimulus funding will again be used on maintenance-type projects, such as mill and overlay.

### *STPU-Local Funding*

Every year, IDOT sets aside federal funds to be programmed by PPUATS. All funds must be used on Federal Aid routes. These funds cannot be used for operation and maintenance of the existing transportation system; they can be used only for projects which add capacity to the transportation system.

For the years FY2010 to FY2013, these funds have been programmed in the Transportation Improvement Program. The amount of funds available are:

Table 22: Allocated STPU Funding.

<b>Fiscal Year</b>	<b>Available Funding</b>
FY2010	\$ 2,014,494
FY2011	\$ 2,014,494
FY2012	\$ 2,014,494
FY2013	\$ 2,014,494
FY2014	\$ 2,014,494
<b>TOTAL</b>	<b>\$ 10,072,470</b>

The FY2010-2013 Transportation Improvement Program (TIP) adopted by PPUATS in August 2009, lists all projects which have been programmed to received STPU-Local funds in the next four years. This list can be found at the end of this chapter. Because the amount of available funds and the amount of requested funds are both approximately \$10,000,000, the plan is said to be fiscally constrained for the years FY2010 to FY2014.

It is difficult to project the amount of STPU-Local funding that will be made available by IDOT in the years beyond FY2014. For that reason, this document will assume a base amount of \$2,000,000 per year.

The amount of STPU-Local funds estimated to be available is shown below in Table 23. The amounts assume a 3% annual inflation/escalation factor after FY2014.

Table 23: Estimated STPU Federal Dollars-Local Funding FY2015-FY2035.

<b>Fiscal Years</b>	<b>Estimated Available Funds</b>
FY2015-FY2019	\$11,000,000
FY2020-FY2035	\$48,500,000
<b>TOTAL</b>	<b>\$69,500,000</b>

In addition to STPU-Local funds, federal earmarks are sometimes available to fund local projects. The previous discussion of federal earmarks estimated that \$24,000,000 in federal earmarks will be available for local projects from FY2015 to FY2035.

The state of Illinois is another potential source of funding for local transportation system needs. The state passes a capital bill approximately once every ten years. In 2009, two capital projects were announced – Illinois Jobs Now and Jump Start. The two bills combined authorize over \$66,000,000 for local projects on Federal Aid routes (this amount does not include funding for state and federal highways). Assuming the state of Illinois continues to provide funding for transportation projects, approximately \$6,600,000 per year may be available over the next twenty-five years.

Table 24 below shows the estimated amount of federal and state funding that will be available for local transportation projects.

Table 24: Estimated Available Funds.

<b>Fiscal Years</b>	<b>STPU-Local</b>	<b>Federal Earmarks</b>	<b>State Funding</b>	<b>Total</b>
FY2015-FY2019	\$11,000,000	\$10,000,000	\$33,000,000	\$54,000,000
FY2020-FY2035	\$48,500,000	\$14,000,000	\$105,600,000	\$168,100,000
<b>TOTAL</b>	<b>\$59,500,000</b>	<b>\$24,000,000</b>	<b>\$138,000,000</b>	<b>\$222,100,000</b>

As part of this Long Range Transportation Plan, each of the PPUATS jurisdictions was asked to provide a list of capacity-building highway projects on Federal Aid highways. Each jurisdiction was asked whether the project was a five year, ten year, twenty five year or illustrative project. The total list of requests is at the end of this chapter.

The amount of funds requested by PPUATS jurisdictions compared to the amount estimated to be available is shown below in Table 25.

Table 25: Funds Requested vs. Available.

<b>Fiscal Years</b>	<b>Estimated Amount Available</b>	<b>Amount Requested</b>
FY2015-FY2019 (10-Year Projects)	\$54,000,000	\$132,247,500
FY2020-FY2035 (25-Year Projects)	\$168,100,000	\$81,613,000
<b>TOTAL</b>	<b>\$222,100,000</b>	<b>\$213,860,500</b>

For the years FY2015-FY2019, the requested funding is significantly more than the estimated funds available. However, for the year FY2020-FY2035, the requested funding is less than estimated. When looked at as a whole, the amount of funds requested is less than the amount estimated to be available. Therefore, this plan is said to be fiscally constrained.

It is interesting to note that local jurisdictions requested that highway projects be funded in the next ten years. This could be due to the extreme nature of the need for highway improvements, or it could be because jurisdictions find it difficult to plan for highway improvements more than ten years out.

Local jurisdictions have other sources of funding available to pay for transportation system improvements. One of these is Motor Fuel Tax (MFT). However, the amount of MFT each jurisdiction is receiving has fallen in recent years, and further, these funds are also used for maintenance and to improve roads that are not in the Federal Aid system. Therefore, MFT cannot be counted on as a major source of funding for Federal Aid projects, except as match.

Another source of funding for local agencies is property taxes. Because property taxes are used for a vast array of local needs, these funds cannot be counted on as a source of funding for Federal Aid highway projects.

### *Mass Transit*

An estimate of the amount of federal funds available for mass transit was determined by looking at the amounts budgeted by the Greater Peoria Mass Transit District (GPMTD) for the next five years, and then extrapolating the average annual amount over the next twenty-five years.

Table 26: Allocated Transit Funding.

<b>Fiscal Year</b>	<b>Federal Funds Budgeted</b>
FY 2010	\$ 31,546,400
FY 2011	\$ 5,775,200
FY 2012	\$ 6,972,000
FY 2013	\$ 5,752,800
<b><i>Average</i></b>	<b><i>\$ 12,489,100</i></b>

Based on the chart above, approximately \$12,500,000 per year is estimated to be available for mass transit during the lifetime of the FY2010-2035 Long Range Transportation Plan. The following documents provided by GPMTD can be found at the end of this chapter:

- FY2010 – FY 2013 GPMTD Transportation Improvement Program
- Long Range Capital Improvement Projects
- Financial Forecasts FY2010 – FY2035

### **Forecast of State Revenues**

Many projects funded with federal money require a match. The state of Illinois provides the match for projects programmed by the Illinois Department of Transportation. Table 27 below indicates the amount of match provided by the state for each fiscal year from FY07 to FY11. (All information was obtained from the appropriate year's Transportation Improvement Program.)

Table 27: State Match.

<b>Fiscal Year</b>	<b>State Match Programmed</b>
FY 2007	\$ 8,000,000
FY 2008	\$ 9,299,000
FY 2009	\$ 8,262,000
FY 2010	\$ 8,314,000
FY 2011	\$ 7,496,000
<b><i>Average</i></b>	<b><i>\$ 8,274,200</i></b>

It is important to note that the amount of match provided by the state is dependent upon the amount of federal funds available. Table 28 below is a forecast of state funds available for match based on the \$8,274,200 average with a 3% annual inflation/escalation increase.

Table 28: State Funds Available for Match.

<b>Fiscal Years</b>	<b>Estimated State Match</b>
FY2010-FY2014	\$45,000,000
FY2015-FY2019	\$52,500,000
FY2020-FY2035	\$231,000,000

### **Forecast of Local Revenues**

As mentioned above, the MPO is allocated federal funds - known as STPU-local funds - to program locally. This amount has been approximately \$2M a year for the last few years. Each local jurisdiction that receives funding through STPU-Local funds must provide a minimum 30% match; however, over the past 25 years, local governments have provided an average of 33.8% of project costs in local funds. The estimate of local funds for federally funded transportation projects for 2010-2035 stated below in Table 29 is based on a 30% project cost share for STPU projects.

Table 29: Local Match Required.

<b>Fiscal Years</b>	<b>Minimum Match Required</b>
FY2010-FY2014	\$3,000,000
FY2015-FY2019	\$3,300,000
FY2020-FY2035	\$14,550,000

### **Summary**

The purpose of this section of the Long Range Transportation Plan is to compare the amount of funds available to the PPUATS region during the life of the plan, with the needs of the transportation system. If the estimated revenue is consistent with costs of the system, the plan is said to be financially constrained. The analysis in this chapter indicates that there will be sufficient revenue from federal, state and local sources to undertake the highway improvements listed in this plan; therefore, the plan is fiscally constrained.

# TRANSPORTATION PROJECTS

Table 30: State Projects.

I 155 Feather Rd. to S. of Birchwood Ave in Morton	Resurfacing (3P)/ Cold Milling	6 years	\$6,600,000
IL 8/ E. Washington St. Branch of Farm Creek to E. of Sunrise Ave	Add'tl Lanes, Intersection Improvement, and Retaining Wall	6 years	\$11,500,000
IL 40/Knoxville Ave North of Cedar Hills Drive to North of Mossville Rd Resurfacing(3P)/Intersection	Additional Lanes & Intersection Improvement	6 years	\$12,500,000
Bridge Replacement/ Bridge Approach Roadway/ Horizontal Realignment/ Farmington Rd.(FAU 6659) At Kickapoo Creek Rd. W of Peoria	Intersection Reconstruction	6 years	\$8,000,000
IL 6 IL 6/29 Spur to E. of Allen Rd.	Resurfacing (3R)/ Patching/ Shoulder Repair	6 years	\$6,700,000
IL 6 E. of Allen Rd to N of US 150	Resurfacing (3R)/Patching/ Shoulder Repair	6 years	\$6,100,000
IL 40 /Knoxville Ave At Pioneer Pkwy	Intersection Improvement, Left Turn Lanes, Right Turn Lane, Traf Signal Replacement	6 years	\$2,500,000
IL 98/ Edgewater Dr. Birchwood St. 0.3 Mi E of Pkwy Dr. in N. Pekin to 0.2 Mi. W. of Flint St. in Morton	Resurfacing (3R) Intersection Improvement	6 years	\$4,200,000
Allen Rd. (FAU 6585)At Alta Rd. N of Peoria	Add'tl Lanes/ Intersection Reconstruction/ Traf Signal Installation/Resurfacing (3R) Culvert (New)	6 years	\$8,200,000
I 74/I 155 Muller Rd. to east of I 155 in Morton	Interchange reconstruction, new bridge, engineering	6 years	\$57,000,000
I 74. east of I 155 to east of Morton Ave. in Morton	Bridge Rehab. And replacement, reconstruction and add'tl lanes	6 years	\$25,000,000
US 24/ IL 29 US 150 to I 474 in Peoria	Corridor Improvements	6 years	\$11,000,000
IL 336 Macomb to Peoria Corridor	Engineering plans & soils report	6 years	\$9,500,000
Various locations	RESURFACING / BRIDGE REHABILITATION	6 years	\$95,000,000

TOTAL \$263,800,000

**TOTAL X .75 \$197,250,000**

US 24-W OF PEYTON CREEK TO KINGSTON MINES (FOR 4-LANES)	ADDITIONAL LANES	10 years	\$40,000,000
ILL 29-ILL 6 TO CEDAR HILLS DR	NEW CONSTRUCTION	10 years	\$55,000,000
ILL 336-TAYLOR RD TO I-474	NEW CONSTRUCTION	10 years	\$55,000,000
Various locations	RESURFACING / BRIDGE REHABILITATION	10 years	\$95,000,000

TOTAL \$245,000,000

TOTAL X

**TOTAL X .75 \$183,750,000**

I -74-UP RR TO W OF STERLING	RECONSTRUCTION	25 years	\$20,000,000
I-74-E OF ILL 78 TO W OF KICKAPOO/EDWARDS RD	RECONSTRUCTION	25 years	\$80,000,000
I -74-W OF KICKAPOO / EDWARDS RD TO E OF I-474	RECONSTRUCTION	25 years	\$40,000,000
I -74-E OF WASHINGTON ST TO PINECREST DR	RECONSTRUCTION	25 years	\$50,000,000
US 24-PEORIA CO LINE TO W OF PEYTON CREEK (FOR 4-LANES)	ADDITIONAL LANES	25 years	\$17,000,000
US 150-URBANDALE AVE IN EAST PEORIA TO DETROIT AVE IN MORTON	RESURFACING (3R)	25 years	\$20,000,000
US 150-CH 40 IN KICKAPOO TO ORANGE PRIARIE	ADDITIONAL LANES	25 years	\$35,000,000
ILL 29-N OF GARDNER LN TO MCCLUGAGE BRIDGE IN PEORIA	BI-DIRECT LEFT TURN LANE	25 years	\$35,000,000
ILL 336-W OF HANNA CITY TO TAYLOR RD	NEW CONSTRUCTION	25 years	\$45,000,000
FARMINGTON RD-SOUTHPORT RD TO MAIN ST IN PEORIA	NEW CONSTRUCTION	25 years	\$25,000,000
FARMINGTON RD-E OF KICKAPOO CREEK TO SOUTHPORT RD IN PEORIA	BI-DIRECT LEFT TURN LANE	25 years	\$10,000,000
EASTERN BYPASS IL 6 TO I 74 (NEW BRIDGE/INTERCHANGE)	NEW CONSTRUCTION	25 years	\$300,000,000
Various locations	RESURFACING / BRIDGE REHABILITATION	25 years	\$300,000,000

TOTAL \$977,000,000

**TOTAL X .75 \$732,750,000**

**GRAND TOTAL \$1,113,750**

Table 31: Local Projects.

**5 Year Projects (FY2010-FY2014)**

<i><b>Jurisdiction</b></i>	<i><b>Project</b></i>	<i><b>Improvement Description</b></i>	<i><b>Total Estimated Cost</b></i>	<i><b>Total STPU-Local Funds</b></i>
City of East Peoria	<i>TIP (EP-11-01)</i> Centennial Drive - .5 mi West of Grange Rd to intersection with Grange Rd.	Improve to full urban standards	\$ 1,095,000	\$ 766,000
City of East Peoria	<i>TIP (EP-13-01)</i> Centennial Drive - Intersection with Grange Rd. to Washington City Limits	Improve to full urban standards	\$ 2,950,000	\$ 2,065,000
Village of Morton	<i>TIP (MO-11-01)</i> E. Jefferson St Improvement Phase II- Rhode Island to Tennessee Ave	widen to 3 lanes	\$ 1,121,000	\$ 706,000
City of Pekin	<i>TIP (PEK-12-01)</i> El Camino Drive Extension - South 2nd Street to South 14th Street	2 lanes (urban standards)	\$ 1,000,000	\$ 560,000
City of Peoria/ Peoria County	<i>TIP (PEO-10-01)</i> Northmoor Rd. Phase 1- Intersection with Sheridan Rd.	Reconstruction Intersection, Adding Lanes, and Upgrading Signals	\$ 2,770,000	\$ 1,939,000
City of Peoria/ Peoria County	<i>TIP (PEO-12-01)</i> Northmoor Rd. Phase 2- West of Sheridan Rd Intersection to east of University	Addition of lanes & curb and gutter installation	\$ 2,250,000	\$ 1,575,000
Village of Peoria Heights	<i>TIP (PH-13-01)</i> Peoria Heights Trailhead- 1) Marietta Ave & Prospect Rd 2) Glen Ave & Bellevue Pl	Enhancement/ bike trail head	\$ 633,000	\$ 390,000

City of Washington	<i>TIP (WA-11-01)</i> Dallas Road Improvement - Newcastle Road to Westminster	upgrades	\$ 1,100,000	\$ 707,000
City of West Peoria	<i>Programmed for FY 2014</i> Sterling Ave- Farmington Rd to Nebraska Ave	Complete Reconstruction	\$ 4,000,000	\$ 1,595,000
<b>TOTAL</b>			<b>\$ 16,919,000</b>	<b>\$ 10,303,000</b>

### Other 5 Year Projects

<i><b>Jurisdiction</b></i>	<i><b>Project</b></i>	<i><b>Improvement Description</b></i>	<i><b>Total Estimated Cost</b></i>	<i><b>Funding Source</b></i>
City of Pekin	Veteran's Drive Extension South - Commercial Drive to Route 29	5 lanes (urban standards)	\$ 30,000,000	Illinois Jobs Now
City of Pekin	Veteran's Drive Extension North - Broadway Sheridan	5 lanes	\$ 4,800,000	SAFETEA-LU
City of East Peoria	Camp St. Connector	new roadway	\$ 800,000	SAFETEA-LU
City of East Peoria	Technology Boulevard	new roadway	\$ 26,000,000	Illinois Jobs Now
City of Peoria	Pioneer Parkway Extension from Allen Road to Rt. 91	new construction	\$ 2,600,000	SAFETEA-LU
City of Peoria	Orange Prairie Road Extension - US 150 to IL 91	3 lane extension	\$ 10,000,000	Illinois Jobs Now

### 10 Year Projects (FY2015-FY2019)

<i><b>Jurisdiction</b></i>	<i><b>Project</b></i>	<i><b>Improvement Description</b></i>	<i><b>Total Estimated Cost</b></i>	<i><b>Funding @ 70%</b></i>
Village of Bartonville	Pfeiffer Rd.- Ricketts Ave to Airport Rd.	resurfacing	\$ 1,830,000	\$ 1,281,000
Village of Bartonville	Garfield Ave- Adams St. to Airport Rd.	resurfacing	\$ 3,650,000	\$ 2,555,000
City of East Peoria	Camp Street Improvement - Main Street (IL 116) to Riverside Drive	widen to 5 lanes, turn lanes, and signals	\$ 3,400,000	\$ 2,380,000
Village of Morton	Harding Road Improvement - North Main Street to Morton's City Limits	Overlay & Shoulder	\$ 70,000	\$ 49,000
Village of Morton	East Courtland Street Extension - North Main Street to Harding Road	New Roadway, Urban standards	\$ 1,500,000	\$ 1,050,000
Village of Morton	Jackson (US 150) & Main Intersection improvements & signals	improvements	\$ 2,000,000	\$ 1,400,000
Village of Morton	Tennessee Improvement- Widen Jackson (US 150) to Jefferson	improvements	\$ 1,200,000	\$ 840,000
Village of Morton	Detroit Ave Improvement- Jackson (US 150) to Birchwood (IL 98)	Widen 3 lanes to 5 lanes w/bike trail- intersection improvement at Jackson and Jefferson	\$ 5,500,000	\$ 3,850,000
Village of Morton	Lakeland Rd.- VFW to N. Morton Ave	widen to 3 lanes	\$ 2,500,000	\$ 1,750,000
Village of Morton	Veterans Rd.- Lakeland to Wildlife Dr.	widen to 3 lanes	\$ 2,500,000	\$ 1,750,000

City of Pekin	Petri Drive Extension - S. 5th to S. 14th with direct connection to Hanna Dr.	extension proceeding east from 5th St. terminate by intersecting with 14th St. (2 lane urban road)	\$ 1,200,000	\$ 840,000
City of Pekin	Veteran's Drive Extension North - Broadway Sheridan (remainder)	5 lanes	\$ 19,200,000	\$ 13,440,000
City of Peoria	Alta Road Improvement - Allen Road to Knoxville Ave	improve to urban standards	\$ 6,500,000	\$ 4,550,000
City of Peoria	Gale Avenue Improvement - Forrest Hill Ave to Sterling Ave	widen to 3 lane road	\$ 3,300,000	\$ 2,310,000
City of Peoria	M.L. King Drive Improvement - Garrett to Western	resurfacing	\$ 3,715,000	\$ 2,600,500
City of Peoria	Allen Road Corridor Improvement - Townline Rd to Cedar Hills Drive	widen to 5 lane road	\$ 15,000,000	\$ 10,500,000
City of Peoria	Pioneer Parkway Extension - Allen Road to Trigger Rd.	five lane urban standard	\$ 50,000,000	\$ 35,000,000
City of Peoria	University Street Improvement- Pioneer Parkway to Townline Rd.	From Rural 2-lane to an Urban 3- lane	\$ 5,000,000	\$ 3,500,000
Peoria County	Dirksen Parkway Improvement- Middle Rd. to Airport Rd.	Reconstruction- improvement to current pavement design standards	\$ 4,000,000	\$ 2,800,000
Peoria County	Old Galena Rd.- IL Rte. 6 to Cedar Hills Drive	Reconstruction- improvement to current pavement design standards	\$ 8,000,000	\$ 5,600,000
City of Peoria/ Peoria County	Sheridan Rd. Corridor- Glen Ave to Knoxville Ave	widen to 5 lanes	\$ 9,300,000	\$ 6,510,000
City of Peoria/ Peoria County	Northmoor Rd. (remainder)	widen to 5 lanes	\$ 14,000,000	\$ 9,800,000
Village of Peoria Heights	Lake St- Prospect to Boulevard Ave	Reconstruction	\$ 750,000	\$ 525,000

Village of Peoria Heights	Prospect Rd.- Marietta Ave to Cox Ave	improvements	\$ 650,000	\$ 455,000
Village of Peoria Heights	Glen Ave- N. Prospect Rd to Grandview Dr.	Reconstructing to urban standards	\$ 1,250,000	\$ 875,000
Village of Peoria Heights	Boulevard Ave.- War Memorial (US 150) to Lake St.	Reconstruction w/ 30' face to face pavement, sidewalk, and other improvements	\$ 2,500,000	\$ 1,750,000
Tazewell County	Main St. in Washington- Devonshire Rd to US 24 Bypass	Rural 2-lane to urban 3-lane	\$ 4,000,000	\$ 2,800,000
Tazewell County	Broadway Road Widening- Veterans to Springfield	widening, grading, drainage improvements	\$ 4,925,000	\$ 3,447,500
Tazewell County	Dee Mack/Cooper Rd- Intersection Improvement	Safety Improvement	\$ 675,000	\$ 472,500
City of Washington	Freedom Parkway Extension- McCluggage Bridge to N. Cummings Lane	extending Freedom Pkwy to north of Cummings Lane	\$ 2,600,000	\$ 1,820,000
City of Washington	West Jefferson Street Extension- Wilmor Rd. to Eagle Ave	extending West Jefferson to Eagle Ave (2 lane roadway)	\$ 1,100,000	\$ 770,000
City of Washington	Dallas Road Improvement Phase II - Westminster to Cruger Rd	upgrades	\$ 1,200,000	\$ 840,000
City of West Peoria	Sterling Ave - Farmington Road to Nebraska	reconstruction	\$ 2,400,000	\$ 1,680,000
Woodford County	Hickory Point Road Improvement - IL Route 116 to Santa Fe Trail (CH 25)	reconstruction & resurfacing	\$ 1,000,000	\$ 700,000
Woodford County	IL Route 116/CH 23/CH 25 Intersection - Signalize Intersection	Safety Improvements	\$ 1,500,000	\$ 1,050,000
Woodford County	Douglas Road Box Culvert Improvement - Walnut Creek (1 Mile S of IL 116)	replacing a box culvert over a tributary	\$ 450,000	\$ 315,000

Woodford County	Douglas Road Improvement	Mill & Overlay	\$ 560,000	\$ 392,000
<b>TOTAL</b>			<b>\$ 188,925,000</b>	<b>\$ 132,247,500</b>

### 25 Year Projects (FY2020-FY2035)

<i><b>Jurisdiction</b></i>	<i><b>Project</b></i>	<i><b>Improvement Description</b></i>	<i><b>Total Estimated Cost</b></i>	<i><b>Funding @ 70%</b></i>
Village of Bartonville	Garfield Ave Extension- Smithville Rd. to Airport Rd.	extending road to accomodate more traffic	\$ 6,690,000	\$ 4,683,000
Village of Creve Coeur	Wesley Road Improvement - State Route 29 to State Route 29	Widening and Resurfacing	\$ 10,000,000	\$ 7,000,000
Village of Creve Coeur	Veteran's Drive Extension- I-474 to Fischer Rd.	Extending 4 lanes	\$ 3,000,000	\$ 2,100,000
Village of Creve Coeur	Fischer Rd Improvement- St. Rte 29 to Eller St.	Widening & Resurfacing	\$ 4,000,000	\$ 2,800,000
Woodford County	Township Road 113 Improvement (Woodland Knolls Rd) - Santa Fe Trail to IL 116	reconstruction & resurfacing	\$ 4,000,000	\$ 2,800,000
Woodford County	Douglas Road Improvement - IL 116 to Tazewell County Line	resurfacing & shoulder widening	\$ 2,000,000	\$ 1,400,000
City of Peoria	Orange Prairie Road Extension - US 150 to IL 91 (remainder)	3 lane extension	\$ 16,000,000	\$ 11,200,000
City of Peoria/Peoria County	Lake Street Improvement - Sheridan to Knoxville	widen to 5 lanes	\$ 3,900,000	\$ 2,730,000
City of Peoria/Peoria County	Radnor Road Improvement - Willow Knolls Road to Fox/Hickory Road	widen to 5 lanes	\$ 24,000,000	\$ 16,800,000
City of Peoria/Peoria County	Glen Avenue Improvement - Sheridan Road to Knoxville Avenue	widen to 5 lanes	\$ 4,100,000	\$ 2,870,000

City of Peoria/Peoria County	Willow Knolls Road Corridor Improvement - University St to War Memorial	widen to 5 lanes	\$ 12,900,000	\$ 9,030,000
Peoria County	Trigger Road - US Hwy 150 to Grange Hall Road	improvement	\$ 5,000,000	\$ 3,500,000
Peoria County	Koerner Road Improvement - Rt 8 to US Hwy 150	improvement	\$ 10,000,000	\$ 7,000,000
Tazewell County	Broadway Road Improvement - I-155 to Washington Blacktop in Morton	widen, resurface, & upgrade	\$ 11,000,000	\$ 7,700,000
TOTAL			<b>\$ 116,590,000</b>	<b>\$ 81,613,000</b>

## Bridge/Structure Projects- BRRP

<i>Jurisdiction</i>	<i>Project</i>	<i>Improvement Description</i>	<i>Total Estimated Cost</i>
City of Pekin	<i>TIP (PEK-10-01)</i> Sheridan Rd.- Sheridan Rd over Lick Creek	Bridge Reconstruction	\$ 750,000
City of East Peoria	Ridge (Reeser) Road- Ridge Rd over Farm Creek	Bridge Replacement	\$ 765,000
Peoria County	Salem School Bridge	Replace existing structure	\$ 500,000
Peoria County	Riekena Bridge	Replace existing structure	\$ 1,000,000
Peoria County	Boy Scout Camp Road Bridge	Replace existing structure	\$ 800,000
Peoria County	Pottstown Bridge over Kickapoo Creek	Replace existing structure	\$ 3,000,000
Peoria County	Lancaster Bridge	Replace existing structure	\$ 1,000,000
Peoria County	Dickison Lane Bridge	Replace existing structure	\$ 500,000
Peoria County	Evans Mill Bridge	Replace existing structure	\$ 500,000
Peoria County	Vorhees Bridge	Replace existing structure	\$ 1,500,000
Peoria County	Kickapoo Pottstown Bridge	Replace existing structure	\$ 600,000
Peoria County	Richwoods Bridge	Replace existing structure	\$ 1,000,000
Peoria County	Riekena Culvert	Replace existing structure	\$ 500,000
Tazewell County	Veterans Road- Veteran's Road Over Farm Creek	Bridge Reconstruction	\$ 900,000
Woodford County	Township Road #50 (Coal Bank Rd.)	replacing a narrow, weight restricted bridge over a tributary	\$ 768,000
Woodford County	County Highway #3	replacing a box culvert over a tributary	\$ 400,000
City of Peoria	Nebraska Avenue Bridge	Bridge Replacement	\$ 800,000
City of Peoria	Sheridan Road Bridge	Bridge Replacement	\$ 1,250,000

Table 32: Enhancement Projects.

### Enhancement Projects

<i><b>Jurisdiction</b></i>	<i><b>Project</b></i>	<i><b>Improvement Description</b></i>	<i><b>Total Estimated Cost</b></i>
Peoria County	Hanna City Trail- Kickapoo Creek Rd (near Bellvue) to Middle Grove	Railbank a section of UP Rail to create a regional recreational trail	\$ 12,000,000
Peoria Park District	Keller Branch (Rock Island Extension)- Pioneer Parkway to Sommer St. to Candletree Dr. to Harvard Ave to Princeton Ave.	Bikeway, fencing, utility adjustment, land acquisition, PE Phase II, construction engineering	\$ 3,323,000
City of Washington	North Cummings Lane Trail Extension- St. Clare Court to s. of Kingsbury Rd.	Enhancement	\$ 200,000
City of Washington	Cruger Road Trail Construction- N. Cummings Lane to N. Main St	Enhancement	\$ 300,000
City of Washington	Original Town Street Lighting- Wood St. to Harvey St.	Enhancement	\$ 250,000
City of Washington	Washington Square Park	Enhancement	\$ 250,000
City of Washington	Washington Rec. Trail Northern- N. Cummings Lane to N. Main St.	Enhancement	\$ 400,000
City of Washington	Washington Trail- Eastern Loop- N. Main St. to Glendale Cemetery	Enhancement	\$ 1,000,000
City of Washington	Bus. 24 Pedestrianway- Wilmor Rd. to IL Rte. 8	Enhancement	\$ 400,000

Table 33: Greater Peoria Mass Transit District Capital Projects.

<b>GREATER PEORIA MASS TRANSIT DISTRICT</b>
<b>TRANSPORTATION IMPROVEMENT PROGRAM</b>
<b>FISCAL YEARS 2010 - 2013</b>

<b>FISCAL YEAR 2010</b>					
<b><u>Capital Items</u></b>	<b><u>Quantity</u></b>	<b><u>Funding Source</u></b>	<b><u>Total Cost</u></b>	<b><u>FTA</u></b>	<b><u>I-DOT/Local</u></b>
Transit Coaches	8	I-DOT/Local/FTA 5307/09	\$2,960,000	\$2,368,000	\$592,000
Bus Line Inspections		I-DOT/Local/FTA 5307/09	\$38,000	\$30,400	\$7,600
Paratransit Vehicles	5	I-DOT/Local/FTA 5307/09	\$425,000	\$340,000	\$85,000
A & E Design		I-DOT/Local/FTA 5307/09	\$850,000	\$680,000	\$170,000
Electronic Fare Collection System		I-DOT/Local/FTA 5307	\$2,000,000	\$1,600,000	\$400,000
Shop Equipment		I-DOT/Local/FTA 5307	\$150,000	\$120,000	\$30,000
Maintenance/Operation Facility		I-DOT/Local/FTA 5307/09	\$24,800,000	\$19,840,000	\$4,960,000
Transit Center Northside		I-DOT/Local/FTA 5307/09	\$4,500,000	\$3,600,000	\$900,000
Support Vehicles		I-DOT/Local/FTA 5307	\$90,000	\$72,000	\$18,000
Misc.Support Equipment		I-DOT/Local/FTA 5307	\$250,000	\$200,000	\$50,000
Two-Way Communication System		I-DOT/Local/FTA 5307	\$425,000	\$340,000	\$85,000
Preventative Maintenance		I-DOT/Local/FTA 5307	\$1,900,000	\$1,520,000	\$380,000
Transit Planning		I-DOT/Local/FTA 5307	\$970,000	\$776,000	\$194,000
Tire Lease		I-DOT/Local/FTA 5307	\$75,000	\$60,000	\$15,000
<b>TOTAL</b>			<b>\$39,433,000</b>	<b>\$31,546,400</b>	<b>\$7,886,600</b>

<b>FISCAL YEAR 2011</b>					
<b><u>Capital Items</u></b>	<b><u>Quantity</u></b>	<b><u>Funding Source</u></b>	<b><u>Total Cost</u></b>	<b><u>FTA</u></b>	<b><u>I-DOT/Local</u></b>
Transit Coaches	5	I-DOT/Local/FTA 5307/09	\$1,875,000	\$1,500,000	\$375,000
Bus Line Inspections		I-DOT/Local/FTA 5307/09	\$39,000	\$31,200	\$7,800
Paratransit Vehicles	5	I-DOT/Local/FTA 5307/09	\$450,000	\$360,000	\$90,000
ADP Hardware		I-DOT/Local/FTA 5307	\$200,000	\$160,000	\$40,000
ADP Software		I-DOT/Local/FTA 5307	\$575,000	\$460,000	\$115,000
Support Vehicles		I-DOT/Local/FTA 5307	\$250,000	\$200,000	\$50,000
Shop Equipment		I-DOT/Local/FTA 5307	\$225,000	\$180,000	\$45,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	\$300,000	\$240,000	\$60,000
Misc. Office Equipment		I-DOT/Local/FTA 5307	\$50,000	\$40,000	\$10,000
Shelter/Signage		I-DOT/Local/FTA 5307	\$175,000	\$140,000	\$35,000
Preventative Maintenance		I-DOT/Local/FTA 5307	\$2,000,000	\$1,600,000	\$400,000
Transit Planning		I-DOT/Local/FTA 5307	\$1,000,000	\$800,000	\$200,000
Tire Lease		I-DOT/Local/FTA 5307	\$80,000	\$64,000	\$16,000
<b>TOTAL</b>			<b>\$7,219,000</b>	<b>\$5,775,200</b>	<b>\$1,443,800</b>

<b>FISCAL YEAR 2012</b>					
<b><u>Capital Items</u></b>	<b><u>Quantity</u></b>	<b><u>Funding Source</u></b>	<b><u>Total Cost</u></b>	<b><u>FTA</u></b>	<b><u>I-DOT/Local</u></b>
Transit Coaches	5	I-DOT/ Local/FTA 5307/09	\$1,900,000	\$1,520,000	\$380,000
Bus Line Inspections		I-DOT/ Local/FTA 5307/09	\$40,000	\$32,000	\$8,000
Intelligent Transportation System		I-DOT/Local/FTA 5307/09	\$2,100,000	\$1,680,000	\$420,000
Paratransit Vehicles	5	I-DOT/ Local/FTA 5307/09	\$475,000	\$380,000	\$95,000
ADP Hardware		I-DOT/Local/FTA 5307	\$75,000	\$60,000	\$15,000
ADP Software		I-DOT/Local/FTA 5307	\$150,000	\$120,000	\$30,000
Support Vehicles		I-DOT/Local/FTA 5307	\$150,000	\$120,000	\$30,000
Shop Equipment		I-DOT/Local/FTA 5307	\$125,000	\$100,000	\$25,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	\$300,000	\$240,000	\$60,000
Misc.Office Equipment		I-DOT/Local/FTA 5307	\$100,000	\$80,000	\$20,000
Preventative Maintenance		I-DOT/Local/FTA 5307	\$2,100,000	\$1,680,000	\$420,000
Transit Planning		I-DOT/Local/FTA 5307	\$1,100,000	\$880,000	\$220,000
Tire Lease		I-DOT/Local/FTA 5307	<u>\$100,000</u>	<u>\$80,000</u>	<u>\$20,000</u>
<b>TOTAL</b>			<b>\$8,715,000</b>	<b>\$6,972,000</b>	<b>\$1,743,000</b>

<b>FISCAL YEAR 2013</b>					
<b><u>Capital Items</u></b>	<b><u>Quantity</u></b>	<b><u>Funding Source</u></b>	<b><u>Total Cost</u></b>	<b><u>FTA</u></b>	<b><u>I-DOT/Local</u></b>
35' Low Floor Transit Coaches	5	I-DOT/ Local/FTA 5307/09	\$1,950,000	\$1,560,000	\$390,000
Bus Line Inspections		I-DOT/ Local/FTA 5307/09	\$41,000	\$32,800	\$8,200
Paratransit Vehicles	5	I-DOT/ Local/FTA 5307/09	\$490,000	\$392,000	\$98,000
ADP Hardware		I-DOT/Local/FTA 5307	\$150,000	\$120,000	\$30,000
ADP Software		I-DOT/Local/FTA 5307	\$200,000	\$160,000	\$40,000
Support Vehicles		I-DOT/ Local/FTA 5307	\$100,000	\$80,000	\$20,000
Shop Equipment		I-DOT/Local/FTA 5307	\$250,000	\$200,000	\$50,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	\$375,000	\$300,000	\$75,000
Misc.Office Equipment		I-DOT/Local/FTA 5307	\$125,000	\$100,000	\$25,000
Preventative Maintenance		I-DOT/Local/FTA 5307	\$2,200,000	\$1,760,000	\$440,000
Transit Planning		I-DOT/Local/FTA 5307	\$1,200,000	\$960,000	\$240,000
Tire Lease		I-DOT/Local/FTA 5307	<u>\$110,000</u>	<u>\$88,000</u>	<u>\$22,000</u>
<b>TOTAL</b>			<b>\$7,191,000</b>	<b>\$5,752,800</b>	<b>\$1,438,200</b>

GREATER PEORIA MASS TRANSIT DISTRICT					
CAPITAL IMPROVEMENT PROJECTS					
LONG RANGE					
<u>Capital Items</u>	<u>Quantity</u>	<u>Funding Source</u>	<u>Total Cost</u>	<u>FTA</u>	<u>I-DOT</u>
35' & 40' Transit Coaches (Replacement)	75	I-DOT/FTA 5307/5309	\$46,650,000	\$37,320,000	\$9,330,000
35' & 40' Transit Coaches (Expansion)	25	I-DOT/FTA 5307/5309	\$16,380,000	\$13,104,000	\$3,276,000
Paratransit Vehicles (Replacement)	100	I-DOT/FTA 5307/5309	\$10,180,000	\$8,144,000	\$2,036,000
Paratransit Vehicles (Expansion)	20	I-DOT/FTA 5307/5309	\$24,000,000	\$19,200,000	\$4,800,000
Electronic Fare Collection System		I-DOT/FTA 5307	\$2,400,000	\$1,920,000	\$480,000
Two-Way Communication System		I-DOT/FTA 5307	\$625,000	\$500,000	\$125,000
New Maintenance Facility		I-DOT/FTA 5307/5309	\$28,800,000	\$23,040,000	\$5,760,000
Intelligent Transportation System		I-DOT/FTA 5307	\$2,600,000	\$2,080,000	\$520,000
Support Equipment		I-DOT/FTA 5307	\$8,650,000	\$6,920,000	\$1,730,000
Second Maintenance Facility		I-DOT/FTA 5307/5309	\$21,800,000	\$17,440,000	\$4,360,000
North Side Transit Center		I-DOT/FTA 5307/5309	\$7,500,000	\$6,000,000	\$1,500,000
Water Taxi		I-DOT/FTA 5307/5309	\$180,000	\$144,000	\$36,000
Security Cameras Buses		I-DOT/FTA 5307	\$850,000	\$680,000	\$170,000
Bus Stop Cut-a-Ways		I-DOT/FTA 5307/5309	\$4,000,000	\$3,200,000	\$800,000
Bus Benches		I-DOT/FTA 5307	\$450,000	\$360,000	\$288,000
Bus Stop Sign & Poles		I-DOT/FTA 5307	\$375,000	\$300,000	\$240,000
Passenger Shelters		I-DOT/FTA 5307	\$850,000	\$680,000	\$170,000
People Mover Downtown Peoria		I-DOT/FTA 5307/5309	\$1,600,000	\$1,280,000	\$320,000
Transit Center East Side of River		I-DOT/FTA 5307/5309	\$6,500,000	\$5,200,000	\$1,300,000
Park-N-Ride Facilities		I-DOT/FTA 5307/5309	\$10,200,000	\$8,160,000	\$2,040,000
<b>TOTAL</b>			<b>\$194,590,000</b>	<b>\$155,672,000</b>	<b>\$38,918,000</b>

Table 34: Financial Forecast – Transit.

## Greater Peoria Mass Transit District -FY 2010-2014 Financial Forecasts

	FY2010	FY2011	FY2012	FY2013	FY2014
Operating Revenue					
Passenger fares	1,572,803.40	1,604,259.47	1,636,344.66	1,669,071.55	1,702,452.98
Special transit services	360,451.18	367,660.21	375,013.41	382,513.68	390,163.95
EP/Pekin Transit District	540,000.00	550,800.00	561,816.00	573,052.32	584,513.37
Advertising	49,381.20	50,368.82	51,376.20	52,403.72	53,451.80
Other	13,691.50	13,965.33	14,244.64	14,529.53	14,820.12
<b>Total Operating Revenue</b>	<b>2,522,635.78</b>	<b>2,573,088.50</b>	<b>2,624,550.27</b>	<b>2,677,041.27</b>	<b>2,730,582.10</b>
Operating Expenses					
Salaries and Wages	12,240,008.00	12,607,208.24	12,985,424.49	13,374,987.22	13,776,236.84
Purchased services	1,246,881.00	1,284,287.43	1,322,816.05	1,362,500.53	1,403,375.55
Fuel and Lubricants	2,314,010.00	2,545,411.00	2,799,952.10	3,079,947.31	3,387,942.04
Materials and supplies	1,164,250.00	1,222,462.50	1,283,585.63	1,347,764.91	1,415,153.15
Utilities	252,910.00	265,555.50	278,833.28	292,774.94	307,413.69
Casualty and liability costs	769,652.00	808,134.60	848,541.33	890,968.40	935,516.82
Tires and tubes	115,000.00	120,750.00	126,787.50	133,126.88	139,783.22
Travel expenses/meeting	95,967.00	100,765.35	105,803.62	111,093.80	116,648.49
Dues and subscriptions	37,510.00	39,385.50	41,354.78	43,422.51	45,593.64
Purchased transportation	1,978,057.00	2,017,618.14	2,057,970.50	2,099,129.91	2,141,112.51
Other	366,057.00	384,359.85	403,577.84	423,756.73	444,944.57
<b>Total Operating Expenses</b>	<b>20,580,302.00</b>	<b>21,609,317.10</b>	<b>22,689,782.96</b>	<b>23,824,272.10</b>	<b>25,015,485.71</b>
Funding Source (Operating):					
IDOT	65%	65%	65%	65%	65%
Tax levy	16%	16%	16%	16%	16%
Operating Revenue	12%	12%	12%	11%	11%
FTA- Grant	7%	7%	7%	8%	8%

## Greater Peoria Mass Transit District -FY 2015-2035 Financial Forecasts

	FY 2015-2019	FY 2020-2024	FY 2025-2029	FY 2030-2035
Operating Revenue				
Passenger fares	9,330,356.34	10,589,487.43	11,648,436.17	13,046,248.51
Special transit services	2,071,037.42	2,286,592.62	2,515,251.88	2,817,082.11
EP/Pekin Transit District	3,102,668.36	3,425,597.70	3,768,157.47	4,220,336.37
Advertising	283,728.67	313,259.41	344,585.35	385,935.59
Other	78,667.00	86,854.80	95,540.28	107,005.11
<b>Total Operating Revenue</b>	<b>14,866,457.79</b>	<b>16,701,791.96</b>	<b>18,371,971.15</b>	<b>20,576,607.69</b>
Operating Expenses				
Salaries and Wages	75,334,109.82	86,634,226.29	99,629,360.23	117,562,645.07
Purchased services	7,674,232.72	8,825,367.63	10,149,172.77	11,976,023.87
Fuel and Lubricants	18,526,654.47	24,501,500.54	28,176,725.62	33,248,536.23
Materials and supplies	7,738,637.44	8,899,433.06	10,234,348.02	12,076,530.66
Utilities	1,681,064.10	2,223,207.28	2,556,688.37	3,016,892.28
Casualty and liability costs	5,115,789.38	5,269,263.06	6,059,652.52	7,150,389.97
Tires and tubes	773,694.11	889,748.23	1,023,210.46	1,207,388.34
Travel expenses/meeting	637,881.74	733,564.00	843,598.60	995,446.35
Dues and subscriptions	249,324.70	286,723.41	329,731.92	389,083.67
Purchased transportation	11,708,480.91	13,464,753.05	15,484,466.01	18,241,669.89
Other	2,433,139.31	2,798,110.21	3,217,826.74	3,797,035.55
<b>Total Operating Expenses</b>	<b>131,873,008.70</b>	<b>154,525,896.76</b>	<b>177,704,781.26</b>	<b>209,661,641.88</b>
Funding Source (Operating ):				
IDOT	65%	65%	65%	65%
Tax levy	16%	16%	16%	16%
Operating Revenue	11%	11%	10%	10%
FTA- Grant	7%	7%	7%	8%

Table 35: Intelligent Transportation Systems (ITS) Projects.

Project Description	Estimated Cost	Estimated Year of Completion
Expand Technology to larger/more broad areas- Currently the ITS covers only Peoria & East Peoria. We would like to extend coverage with cameras and sensors to Pekin, Washington, Morton, Bartonville, Chillicothe, and Metamora	\$500,000 to \$2,500,000 per municipality	Within the next 20 years
Have the local 911 Centers and the State Police crash data (CAD) connect to IDOT's communication center. We are currently connected to Peoria County 911 but would like to expand to other Police Agencies. This would include extending fiber optic cable to the State Police headquarters in Germantown Hills.	\$50,000 per police agency	Within the next 5 years
All new construction projects must include empty ducts for future fiber optic lines	\$20 per foot	Ongoing
Interactive Traveler Information- We would like the State of Illinois to initiate 511	\$800,000	Within the next 5 years

Table 36: Brownfield Projects.

The following projects are brownfield projects related to transportation, and were identified by the Heart of Illinois Regional Port District. Funding for these projects is expected from federal and state grants and loans, the bonding authority of the District, and investments of private parties locating at the site. The main property and associated easements are scheduled to be acquired by TransPORT by January 1, 2010. The Heart of Illinois Regional Port District envisions occupation of the main property by the fourth quarter of 2011, and completion of the marine terminal and related infrastructure by the fourth quarter 2012.

### Brownfield Projects

<i>Project</i>	<i>Improvement Description</i>	<i>Year Project Expected to be Completed</i>	<i>Total Estimated Cost</i>
Mapleton Intermodal Complex: Adaptive re-use of industrial property in Mapleton, Illinois by the Heart of Illinois Regional Port District.	Design, grading, and reconstruction of railway sidings linking TP&W industrial lead track with the core property	5 years	\$ 4,400,000
Mapleton Intermodal Complex: Adaptive re-use of industrial property in Mapleton, Illinois by the Heart of Illinois Regional Port District.	Design, grading, and construction of access road, including bridge over drainage culvert, through easement area to the site of a terminal	5 years	\$ 5,000,000
Mapleton Intermodal Complex: Adaptive re-use of industrial property in Mapleton, Illinois by the Heart of Illinois Regional Port District.	Design and construction of a marine terminal, including wharf apron, marshalling area and cargo handling systems	5 years	\$ 11,000,000
Mapleton Intermodal Complex: Adaptive re-use of industrial property in Mapleton, Illinois by the Heart of Illinois Regional Port District.	Storm water runoff, sewage, and utilities extension within core property and through easement areas to marine terminal site	5 years	\$ 7,000,000
Mapleton Intermodal Complex: Adaptive re-use of industrial property in Mapleton, Illinois by the Heart of Illinois Regional Port District.	Design, grading and reconstruction of access roads within core property	5 years	\$ 4,000,000

**TOTAL 31,400,000**

# COMPARISON OF REGIONAL GOALS AND PROJECTS

In an effort to determine the extent to which transportation projects aligned with Regional Goals as they pertain to economic development, green infrastructure, public infrastructure, and balanced growth, TCRPC staff sought input from the public through a transportation symposium. A summary of the symposium is below.

## Transportation Symposium for PPUATS LRTP 2010-2035

The Tri-County Regional Planning Commission, who serves as the region's Metropolitan Planning Organization hosted a Transportation Symposium on Monday, November 16, 2009 at Five Points in Washington, IL. The purpose of the Symposium was to get public input and involvement on the Long Range Transportation Plan for the Peoria-Pekin Urbanized Area Transportation Study (PPUATS).

Ken Klopfenstein, the Chair of the Tri County Regional Planning Commission welcomed the attendees to the Symposium. Ken served on the Tazewell County Board for 12 years from 1996-2008. Having graduated from Bradley University with a degree in accounting, he is an employee of Caterpillar. He has been a Commissioner since 1997, currently serving as Chair. He resides in East Peoria.

Our Keynote Speaker was Randy Blankenhorn, the Executive Director of the Chicago Metropolitan Agency for Planning (CMAP). He spoke on The Importance of a Vision: What Chicago learned by looking back at Burnham and forward to the Olympics. CMAP is responsible for comprehensive planning across the seven-county region. Under his leadership, CMAP takes an integrated approach to the region's challenges, with an emphasis on changing how development and infrastructure investment decisions are made. In addition to core competencies in data and analysis related to land use, the environment, and transportation, CMAP addresses interrelated issues such as jobs, housing, and economic development. Randy and his staff are developing *GO TO 2040* ([www.goto2040.org](http://www.goto2040.org)), metropolitan Chicago's first truly comprehensive regional plan, to be published in 2010. Prior to joining CMAP in 2006, he was Bureau Chief of Urban Program Planning for the Illinois Department of Transportation (IDOT), coordinating activities of the 14 metropolitan planning organizations across Illinois.

Melissa Eaton, Tri-County Regional Planning Commission Planner gave a short summary of the 2010-2035 PPUATS Long Range Transportation Plan. She



explained the planning process and identified the goals and objectives created by the four subcommittees.

As stated, the objective of the symposium was to identify the public's perception on the extent to which specific projects aligned with Regional Goal Statements. To accomplish this, TCRPC staff utilized two voting mechanisms, a wireless voting device that allowed for a concentrated voting effort on behalf of all participants for a select group of regionally significant projects, and a sticky dot voting exercise that allowed participants the freedom to vote on any of the approximate 150 projects identified by the communities. All votes were based on the extent to which the projects aligned with the following Theme summary statements:

- **Balanced Growth:** the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.
- **Economic Development:** the project benefits existing regional business/industry, or provides impetus for new net job growth.
- **Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.
- **Public Infrastructure:** the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

Regionally significant projects that underwent electronic voting included Technology Boulevard, Pioneer Parkway, Radnor Road and Orange Prairie Road, IL 336, IL 29, Veteran Drive in Pekin, Eastern Bypass, the Regional Trail System, passenger rail, CityLink transit centers, and Washington/Adams. Participants voted on the extent to which each project aligned with the Regional Theme Statements listed above on a scale of *strongly disagree*, *disagree*, *not sure*, *agree*, and *strongly agree*. Below are the results of the electronic voting session of the Symposium.



### Technology Boulevard- Edmund Street to Camp Street

Technology Blvd will serve as the downtown of East Peoria. It will contain live & work space, civic buildings and prime retail locations. Technology Blvd will also connect a new Washington St to Edmund St. It will not intersect any known environmental corridors and will be built on a relatively flat landscape. Technology Blvd is built on a Brownfield site and will not disrupt any natural area, but it will add additional impervious surface in the Farm Creek watershed.

**Technology Boulevard Green Infrastructure: the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.**

		Responses (percent) (count)	
Strongly Agree		18.92%	14
Agree		56.76%	42
Not Sure		16.22%	12
Disagree		5.41%	4
Strongly Disagree		2.70%	2
Totals		100%	74

**Technology Boulevard: Economic Development: Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.**

		Responses (percent) (count)	
Strongly Agree		47.37%	36
Agree		42.11%	32
Not Sure		6.58%	5
Disagree		2.63%	2
Strongly Disagree		1.32%	1
Totals		100%	76

**Technology Boulevard: Public Infrastructure: Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.**

		Responses (percent) (count)	
Strongly Agree		30.67%	23
Agree		46.67%	35
Not Sure		17.33%	13
Disagree		5.33%	4
Strongly Disagree		0%	0
Totals		100%	75

**Technology Boulevard: Balanced Growth: Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.**

		Responses (percent) (count)	
Strongly Agree		60.81%	45
Agree		29.73%	22
Not Sure		4.05%	3
Disagree		4.05%	3
Strongly Disagree		1.35%	1
Totals		100%	74

### *Pioneer Parkway- Allen Road to Trigger Road*

Pioneer Parkway will be brought up to a 5 lane urban standard road. This project will intersect known environmental corridors, as well as create additional impervious surface in the Kickapoo Creek watershed. Pioneer Parkway has the potential to spur Economic Development.

**Pioneer Parkway Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

Responses		
	(percent)	(count)
<i>Strongly Agree</i>	6.76%	5
<i>Agree</i>	28.38%	21
Not Sure	25.68%	19
Disagree	32.43%	24
Strongly Disagree	6.76%	5
<b>Totals</b>	100%	74

**Pioneer Parkway: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

Responses		
	(percent)	(count)
<i>Strongly Agree</i>	38.16%	29
<i>Agree</i>	42.11%	32
Not Sure	7.89%	6
Disagree	11.84%	9
Strongly Disagree	0%	0
<b>Totals</b>	100%	76

**Pioneer Parkway: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

Responses		
	(percent)	(count)
<i>Strongly Agree</i>	31.17%	24
<i>Agree</i>	46.75%	36
Not Sure	12.99%	10
Disagree	7.79%	6
Strongly Disagree	1.30%	1
<b>Totals</b>	100%	77

**Pioneer Parkway: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

Responses		
	(percent)	(count)
<i>Strongly Agree</i>	11.69%	9
<i>Agree</i>	44.16%	34
Not Sure	16.88%	13
Disagree	22.08%	17
Strongly Disagree	5.19%	4
<b>Totals</b>	100%	77

*Radnor Road.- Willow Knolls to Alta Rd. & Orange Prairie- Prairie Rd. to Grange Hall Rd.*

These Roadway projects will intersect known environmental corridors, as well as create additional impervious surface in the Kickapoo Creek watershed.

**Radnor & Orange Prairie Green Infrastructure: the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.**

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>9.33%</b>	<b>7</b>
<b>Agree</b>	<b>30.67%</b>	<b>23</b>
Not Sure	17.33%	13
Disagree	30.67%	23
Strongly Disagree	12%	9
<b>Totals</b>	<b>100%</b>	<b>75</b>

**Radnor & Orange Prairie: Economic Development: Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.**

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>19.18%</b>	<b>14</b>
<b>Agree</b>	<b>34.25%</b>	<b>25</b>
Not Sure	19.18%	14
Disagree	23.29%	17
Strongly Disagree	4.11%	3
<b>Totals</b>	<b>100%</b>	<b>73</b>

**Radnor & Orange Prairie: Public Infrastructure: Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.**

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>18.67%</b>	<b>14</b>
<b>Agree</b>	<b>40%</b>	<b>30</b>
Not Sure	17.33%	13
Disagree	18.67%	14
Strongly Disagree	5.33%	4
<b>Totals</b>	<b>100%</b>	<b>75</b>

**Radnor & Orange Prairie: Balanced Growth: Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.**

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>5.41%</b>	<b>4</b>
<b>Agree</b>	<b>45.95%</b>	<b>34</b>
Not Sure	17.57%	13
Disagree	20.27%	15
Strongly Disagree	10.81%	8
<b>Totals</b>	<b>100%</b>	<b>74</b>

## IL 336

IL 336 is an IDOT roadway project that will serve as a connection between Macomb, Canton, and Peoria. It is intended to be a thoroughfare, so there will be no further growth along corridor. It does not intersect any known environmental corridors, but it does however add additional impervious surface in the Lamarsh watershed.

**IL 336 Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>13.33%</b>	<b>10</b>
<b>Agree</b>	<b>53.33%</b>	<b>40</b>
Not Sure	8%	6
Disagree	22.67%	17
Strongly Disagree	2.67%	2
<b>Totals</b>	<b>100%</b>	<b>75</b>

**IL 336: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>43.24%</b>	<b>32</b>
<b>Agree</b>	<b>45.95%</b>	<b>34</b>
Not Sure	5.41%	4
Disagree	5.41%	4
Strongly Disagree	0%	0
<b>Totals</b>	<b>100%</b>	<b>74</b>

**IL 336: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>39.73%</b>	<b>29</b>
<b>Agree</b>	<b>42.47%</b>	<b>31</b>
Not Sure	4.11%	3
Disagree	12.33%	9
Strongly Disagree	1.37%	1
<b>Totals</b>	<b>100%</b>	<b>73</b>

**IL 336: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>6.85%</b>	<b>5</b>
<b>Agree</b>	<b>42.47%</b>	<b>31</b>
Not Sure	20.55%	15
Disagree	24.66%	18
Strongly Disagree	5.48%	4
<b>Totals</b>	<b>100%</b>	<b>73</b>

## IL 29

IL 29 is an IDOT roadway project that will create a new route and allow access to benefit industries and businesses on the north side of Peoria. The Improvements to IL 29 will improve access between the urban area and Interstate 80 to the north. The project will intersect known environmental corridors and add additional impervious surface to the Illinois River Bluffs Watershed.

**IL 29 Projects Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>10.39%</b>	<b>8</b>
<b>Agree</b>	<b>41.56%</b>	<b>32</b>
Not Sure	6.49%	5
Disagree	22.08%	17
Strongly Disagree	19.48%	15
<b>Totals</b>	<b>100%</b>	<b>77</b>

**IL 29 Projects: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>12.99%</b>	<b>10</b>
<b>Agree</b>	<b>53.25%</b>	<b>41</b>
Not Sure	12.99%	10
Disagree	14.29%	11
Strongly Disagree	6.49%	5
<b>Totals</b>	<b>100%</b>	<b>77</b>

**IL 29 Projects: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>15.38%</b>	<b>12</b>
<b>Agree</b>	<b>50%</b>	<b>39</b>
Not Sure	10.26%	8
Disagree	16.67%	13
Strongly Disagree	7.69%	6
<b>Totals</b>	<b>100%</b>	<b>78</b>

**IL 29 Projects: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses (percent) (count)	
<b>Strongly Agree</b>	<b>3.90%</b>	<b>3</b>
<b>Agree</b>	<b>32.47%</b>	<b>25</b>
Not Sure	18.18%	14
Disagree	32.47%	25
Strongly Disagree	12.99%	10
<b>Totals</b>	<b>100%</b>	<b>77</b>

*Veteran's Drive- IL 29 to Fischer Rd.*

Veteran's Drive is a City of Pekin and IDOT project. This project is the region's primary arterial and connection to other urban areas. The project will intersect known environmental corridors and add additional impervious surface to the Lamarsh Watershed.

**Veterans Drive Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>18.67%</b>	<b>14</b>
<b>Agree</b>	<b>41.33%</b>	<b>31</b>
Not Sure	14.67%	11
Disagree	22.67%	17
Strongly Disagree	2.67%	2
<b>Totals</b>	<b>100%</b>	<b>75</b>

**Veterans Drive: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>29.87%</b>	<b>23</b>
<b>Agree</b>	<b>48.05%</b>	<b>37</b>
Not Sure	12.99%	10
Disagree	5.19%	4
Strongly Disagree	3.90%	3
<b>Totals</b>	<b>100%</b>	<b>77</b>

**Veterans Drive: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>25.33%</b>	<b>19</b>
<b>Agree</b>	<b>61.33%</b>	<b>46</b>
Not Sure	5.33%	4
Disagree	4%	3
Strongly Disagree	4%	3
<b>Totals</b>	<b>100%</b>	<b>75</b>

**Veterans Drive: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>17.33%</b>	<b>13</b>
<b>Agree</b>	<b>48%</b>	<b>36</b>
Not Sure	17.33%	13
Disagree	14.67%	11
Strongly Disagree	2.67%	2
<b>Totals</b>	<b>100%</b>	<b>75</b>

## Eastern Bypass

The Eastern Bypass is a proposed IDOT roadway project, is a new highway connecting I-74 with Illinois Route 6 east of the urbanized area. Dependent on the final alignment it may intersect known environmental corridors and it will add additional impervious surface to the Mackinaw Watershed. The Eastern Bypass will connect Western Woodford County to Northern Peoria County. It will complete the ring road around the region, which will allow freight traffic to avoid neighborhoods and congested areas.

**Eastern Bypass Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses (percent) (count)	
<b>Strongly Agree</b>	12%	9
<b>Agree</b>	28%	21
Not Sure	25.33%	19
Disagree	20%	15
Strongly Disagree	14.67%	11
<b>Totals</b>	100%	75

**Eastern Bypass: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses (percent) (count)	
<b>Strongly Agree</b>	57.89%	44
<b>Agree</b>	30.26%	23
Not Sure	2.63%	2
Disagree	5.26%	4
Strongly Disagree	3.95%	3
<b>Totals</b>	100%	76

**Eastern Bypass: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses (percent) (count)	
<b>Strongly Agree</b>	49.33%	37
<b>Agree</b>	33.33%	25
Not Sure	9.33%	7
Disagree	5.33%	4
Strongly Disagree	2.67%	2
<b>Totals</b>	100%	75

**Eastern Bypass: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses (percent) (count)	
<b>Strongly Agree</b>	22.67%	17
<b>Agree</b>	45.33%	34
Not Sure	12%	9
Disagree	12%	9
Strongly Disagree	8%	6
<b>Totals</b>	100%	75

## The Regional Trail System

The system is made of multiple infrastructure projects, connecting many communities. It may intersect known environmental corridors. These projects will improve the quality of life within the region. The trail connections will largely be within developed areas, so little or no agricultural land will be eliminated.

**The Regional Trail System Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>51.95%</b>	<b>40</b>
<b>Agree</b>	<b>38.96%</b>	<b>30</b>
Not Sure	5.19%	4
Disagree	2.60%	2
Strongly Disagree	1.30%	1
<b>Totals</b>	<b>100%</b>	<b>77</b>

**The Regional Trail System: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>34.25%</b>	<b>25</b>
<b>Agree</b>	<b>34.25%</b>	<b>25</b>
Not Sure	10.96%	8
Disagree	17.81%	13
Strongly Disagree	2.74%	2
<b>Totals</b>	<b>100%</b>	<b>73</b>

**The Regional Trail System: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>34.21%</b>	<b>26</b>
<b>Agree</b>	<b>31.58%</b>	<b>24</b>
Not Sure	14.47%	11
Disagree	13.16%	10
Strongly Disagree	6.58%	5
<b>Totals</b>	<b>100%</b>	<b>76</b>

**The Regional Trail System: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>47.37%</b>	<b>36</b>
<b>Agree</b>	<b>38.16%</b>	<b>29</b>
Not Sure	7.89%	6
Disagree	3.95%	3
Strongly Disagree	2.63%	2
<b>Totals</b>	<b>100%</b>	<b>76</b>

## Passenger Rail

This project will provide passenger rail service to our urbanized area. We will re-establish a rail connection between East Peoria and Bloomington/Normal. Passengers will then be able to utilize Amtrak service from Peoria to St. Louis or Chicago. The project will utilize existing rail infrastructure, which minimizes the impact to known environmental corridors. Passenger Rail will also decrease the congestion on I-74.

**Passenger Rail Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses (percent) (count)	
<i>Strongly Agree</i>	58.97%	46
<i>Agree</i>	37.18%	29
Not Sure	0%	0
Disagree	2.56%	2
Strongly Disagree	1.28%	1
<b>Totals</b>	100%	78

**Passenger Rail: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses (percent) (count)	
<i>Strongly Agree</i>	37.97%	30
<i>Agree</i>	36.71%	29
Not Sure	13.92%	11
Disagree	6.33%	5
Strongly Disagree	5.06%	4
<b>Totals</b>	100%	79

**Passenger Rail: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses (percent) (count)	
<i>Strongly Agree</i>	48.68%	37
<i>Agree</i>	39.47%	30
Not Sure	3.95%	3
Disagree	6.58%	5
Strongly Disagree	1.32%	1
<b>Totals</b>	100%	76

**Passenger Rail: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses (percent) (count)	
<i>Strongly Agree</i>	41.03%	32
<i>Agree</i>	50%	39
Not Sure	3.85%	3
Disagree	1.28%	1
Strongly Disagree	3.85%	3
<b>Totals</b>	100%	78

## CityLink Transit Centers

These will be climate controlled waiting area that will serve 7-9 busses. These centers will likely not impact any environmental assets or corridors. These projects may increase ridership and decrease VMT emissions. There is a possibility it will increase business for shops in the area, and increase utilization of mass transit to get to and from employment centers.

**Citylink Transit Centers Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses (percent) (count)	
<i>Strongly Agree</i>	42.11%	32
<i>Agree</i>	47.37%	36
Not Sure	5.26%	4
Disagree	3.95%	3
Strongly Disagree	1.32%	1
<b>Totals</b>	100%	76

**Citylink Transit Centers: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses (percent) (count)	
<i>Strongly Agree</i>	32.47%	25
<i>Agree</i>	49.35%	38
Not Sure	6.49%	5
Disagree	9.09%	7
Strongly Disagree	2.60%	2
<b>Totals</b>	100%	77

**Citylink Transit Centers: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses (percent) (count)	
<i>Strongly Agree</i>	51.32%	39
<i>Agree</i>	36.84%	28
Not Sure	6.58%	5
Disagree	3.95%	3
Strongly Disagree	1.32%	1
<b>Totals</b>	100%	76

**Citylink Transit Centers: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses (percent) (count)	
<i>Strongly Agree</i>	53.25%	41
<i>Agree</i>	40.26%	31
Not Sure	5.19%	4
Disagree	0%	0
Strongly Disagree	1.30%	1
<b>Totals</b>	100%	77

## Washington/Adams

This project will narrow Adams and Washington from I-74 to I-474, as well as widen the sidewalk and allow for on street parking. Natural areas and flood zones are all avoided. Walkability and parking options will be improved on both commercial corridors.

**Washington/Adams Project Green Infrastructure:** the project improves, or has net zero damage to the health and function of the natural environment with respect to water, land, and air quality.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>31.08%</b>	<b>23</b>
<b>Agree</b>	<b>43.24%</b>	<b>32</b>
Not Sure	12.16%	9
Disagree	9.46%	7
Strongly Disagree	4.05%	3
<b>Totals</b>	<b>100%</b>	<b>74</b>

**Washington/Adams Project: Economic Development:** Economic Development: the project benefits existing regional business/industry, or provides impetus for new net job growth.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>34.67%</b>	<b>26</b>
<b>Agree</b>	<b>42.67%</b>	<b>32</b>
Not Sure	13.33%	10
Disagree	5.33%	4
Strongly Disagree	4%	3
<b>Totals</b>	<b>100%</b>	<b>75</b>

**Washington/Adams Project: Public Infrastructure:** Public Infrastructure: the project increases the safety and efficiency of the transportation system for users of all modes, and does not promote new infrastructure at the expense of existing infrastructure.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>14.10%</b>	<b>11</b>
<b>Agree</b>	<b>47.44%</b>	<b>37</b>
Not Sure	17.95%	14
Disagree	10.26%	8
Strongly Disagree	10.26%	8
<b>Totals</b>	<b>100%</b>	<b>78</b>

**Washington/Adams Project: Balanced Growth:** Balanced Growth: the project complements established growth plans and agricultural preservation efforts, and encourages responsible, balanced development patterns that do not promote new growth at the expense of public services in existing developed areas.

	Responses	
	(percent)	(count)
<b>Strongly Agree</b>	<b>28.57%</b>	<b>22</b>
<b>Agree</b>	<b>44.16%</b>	<b>34</b>
Not Sure	12.99%	10
Disagree	6.49%	5
Strongly Disagree	7.79%	6
<b>Totals</b>	<b>100%</b>	<b>77</b>

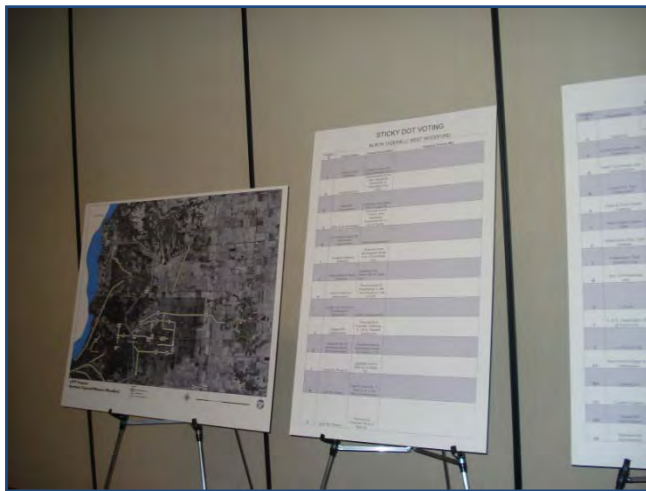
For the remainder of the projects the region was divided into four sections (North Tazewell-West Woodford, North Peoria, South Peoria, and Pekin-Morton-East Peoria); each of the projects was mapped with brief descriptions and were available for display. Staff asked participants to place a sticky dot if they agreed that the project met a Regional Goal Statement; Below are the results for the sticky dot voting.

Table 37: Symposium Voting Results.

North Tazewell- West Woodford					
Project Name	Project Description	Green Infrastructure (green dots)	Balanced Growth (red dots)	Economic Development (orange dots)	Public Infrastructure (blue dots)
Summit Drive Extension	Extend 2 Lanes- Rt. 8 to Centennial Drive	3	6	14	10
Centennial Drive	Improvements to full urban standards- Grange Rd. to Washington City Limits	1	5	13	7
Dallas Rd. Improvement	Upgrades- Newcastle Rd. to Cruger Rd.	1	3	0	7
Main St. in Washington	Improvements to urban 3 lane standards- Devonshire Rd. to US 24 Bypass	0	0	0	0
Dee Mack/Cooper Rd. Intersection Improvement	Safety Improvements	0	0	0	1
Freedom Parkway Extension	Extending from McCluggage Bridge to N. of Cummings Lane	2	6	12	7
West Jefferson Street Extension	Extending from Wilmor Rd. to Eagle Ave.	0	0	0	2
Hickory Point Rd. Improvement	Reconstruction & Resurfacing- IL Rte 116 to Santa Fe Trail (CH 25)	0	1	0	1
IL Rte 116/ CH 23/CH 25 Intersection Signalization	Safety Improvements	2	1	2	4
Douglas Rd. Improvement	Resurfacing & Shoulder Widening- IL 116 to Tazewell County Line	0	1	3	4

Township Rd. II3 (Woodland Knolls Rd.) Improvement	Reconstruction & Resurfacing- Santa Fe Trail to IL 116	0	0	1	3
Cruger Rd. Phase IV	Upgrades from N. Main St. to Diebel Rd.	0	0	0	0
Guth Rd. Phase I	Extend 2 lane Rd.- S. Main St. to IL Rte 8/Bus 24 Intersection	1	1	0	1
Guth Rd. Phase II	Reconstruct- Hunzicker Rd. to S. Main St.	0	0	0	0
Diebel Rd.	Reconstruct- Cruger Rd. to Guth Rd.	0	0	0	0
South Cummings Lane Extension	Extend 2 lane Rd- Guth Rd. to Schuck Rd.	0	1	0	2
North Cummings Lane Trail Extension	Enhancement- St. Clare Ct. to S. of Kingsbury Rd.	7	0	0	0
Cruger Rd. Trail Construction	Enhancement- N. Cummings Lane to N. Main St.	10	0	0	0
Original Town Street Lighting	Enhancement- Wood St. to Harvey St.	1	0	0	0
Washington Square Park	Enhancement	6	3	4	0
Washington Rec. Trail Northern	Enhancement- N. Cummings Lane to N. Main St.	12	1	0	0
Washington Trail- Eastern Loop	Enhancement- N. Main St. to Glendale Cemetery	12	0	0	0
Bus. 24 Pedestrian way	Enhancement- Wilmor Rd. to IL Rte 8	3	0	0	0
US 24	Resurfacing/ Signal Modernization- Cummings Lane in Washington to US 24 Bus. E of Washington	0	2	2	2
IL 8/ E. Washington St. at Summit Dr.	Intersection Reconstruction	1	1	14	5

IL 116/ US 150	Resurfacing- Blackjack Blvd. in East Peoria to Far Hills Rd. in Germantown Hills	0	0	0	0
Business 24/Eagle Ave Intersection	Intersection Improvements	0	2	0	1
Cooper Rd.	Reconstruction- Dee Mack Rd to Woodford County Line	0	2	0	1
Eastern Bypass	New Construction- IL 6 to I-74	3	10	28	19
Grange Rd. Improvement	Widening & Improving- US Route 24 to Centennial Dr.	0	1	6	8
Highview Rd. Improvement	Safety Improvements- Oakwood Rd. to Illini Drive	0	0	0	8



Peoria- North					
Project Name	Project Description	Green Infrastructure (green dots)	Balanced Growth (red dots)	Economic Development (orange dots)	Public Infrastructure (blue dots)
Northmoor Rd. Phase 1&2	Reconstruction & Upgrades- Northmoor Intersection with Sheridan Rd. to east of University	2	8	6	4
Peoria Heights Trailhead	Enhancement/ trail head- Marietta Ave & Prospect Rd. AND Glen Ave & Bellevue Pl	13	0	0	4
Alta Rd. Improvement	Allen Rd. to Knoxville Ave.	0	1	0	5
Gale Ave. Improvement	Widening- Forrest Hill Ave to Sterling Ave	0	2	0	1
Allen Rd. Corridor Improvement	Widening- Townline Rd. to Cedar Hills Drive	0	1	0	3
Pioneer Parkway Extension	Extending Roadway from Allen Rd. to Trigger Rd.	4	12	28	13
University Street Improvement	Upgrades- Pioneer Parkway to Townline Rd.	0	0	0	3
Orange Prairie Road Extension	Road Extension- US 150 to IL Rte 91	5	6	13	5
Sheridan Rd. Corridor	Widening- Glen Ave to Knoxville Ave	1	5	3	3
Lake Ave	Reconstruction- Prospect Rd. to Boulevard Ave	0	1	0	4
Prospect Rd.	Improvements- Marietta Ave to Cox Ave	0	1	3	0
North Prospect Rd.	Improvements- Kingman to North Village Limit	0	2	0	0
Lake St Improvement	Widening- Sheridan Rd. to Knoxville Ave	2	0	0	2
Trigger Rd.	Improvement- US Hwy 150 to Grange Hall Rd.	0	4	4	2
Koerner Rd. Improvement	Improvement- IL Rte 8 to US Hwy 150	0	3	3	3

Radnor Rd. Improvement	Widening- Willow Knolls Rd. to Fox/Hickory Rd.	4	5	16	8
Glen Ave Improvement	Widening- Sheridan Rd to Knoxville Ave	3	4	1	2
Willow Knolls Rd. Corridor	Widening- University to War Memorial	0	2	1	0
Glen Ave	Reconstruction- N. Prospect Rd. to Grandview Dr.	0	0	0	3
Boulevard Ave	Reconstruction- War Memorial (US 150) to Lake St.	0	2	0	0
Keller Branch Trail (Rock Island Extension)	Enhancement (Bikeway, Fencing, etc)- Pioneer Parkway to Sommer St. to Candletree Dr. to Harvard Ave to Princeton Ave.	24	3	10	4
IL 8	Maintenance/Resurfacing- Kickapoo Edwards Rd. to Reservoir Blvd	0	1	0	0
IL 40/Knoxville Ave	Improvements- North of Cedar Hills Drive to North of Mossville Rd.	0	0	0	0
IL 40/Knoxville Ave	Resurfacing/Improvements- Embert Place to Corrington Ave.	0	0	0	0
Farmington Rd.	New Construction- Southport Rd. to Main St. in Peoria	0	2	0	2
IL 6	Resurfacing- IL 6/29 Spur to E. of Allen Rd.	0	2	0	0
IL 6	Resurfacing- E. of Allen Rd. to N. of US 150	0	2	0	0
IL 40/ Knoxville	Intersection Improvements- At Pioneer Parkway	0	0	5	1

Pekin- Morton- East Peoria					
Project Name	Project Description	Green Infrastructure (green dots)	Balanced Growth (red dots)	Economic Development (orange dots)	Public Infrastructure (blue dots)
E. Jefferson St. Improvement Phase II	Widening- Rhode Island to Tennessee Ave	0	1	0	5
El Camino Dr. Extension	Extend 2 lane Rd- S. 2 <sup>nd</sup> St. to S. 14 <sup>th</sup> St.	0	2	3	5
Veteran's Drive Extension South	Extend 5 lane Rd.- Commercial Dr to Rte 29	3	4	12	5
Veteran's Drive Extension North	Extend 5 lane Rd. - Broadway to I-474 (Fischer Rd.)	3	7	20	8
Fischer Rd. Improvement	Widening & Resurfacing- IL Rte 29 to Eller St.	3	2	0	1
River Rd. Improvements	Intersection Improvements- River Rd. & Washington and River Rd. and Camp St.	0	5	4	1
Camp St. Improvement	Main St. (IL 116) to Riverside Dr.	5	1	3	2



Technology Blvd/Edmund St.	New Construction	9	10	25	10
Harding Rd. Improvement	Overlay & Shoulder Improvement- N. Main St. to Morton City Limit	0	0	1	0
E. Courtland Street Extension	New Roadway- N. Main St to Harding Rd.	0	0	0	0
Jackson (US 150) & Main St. Intersection	Improvements & signals	4	4	5	3
Tennessee Improvement	Widen- Jackson (US 150) to Jefferson	1	2	8	1
Detroit Ave. Improvements	Widen, Add Bike trail, and Improve Intersection – Jackson (US 150) to Birchwood (IL 98)	9	2	8	6
Lakeland Rd.	Widen- VFW to N. Morton Ave	5	6	7	4
Veterans Rd.	Widen- Lakeland to Wildlife Dr.	0	0	0	0
Brenkman Dr. Extension	New Construction- Lakeshore Dr to IL 98	0	2	2	3
Petri Dr. Extension	New Construction- S. 5 <sup>th</sup> St. to S. 14 <sup>th</sup> St.	1	5	1	2
Lincoln Blvd Improvements	Main St. to Corp. Limits	0	0	0	0
Broadway Rd. Widening	Veteran's to Springfield	4	5	6	7
Wesley Rd. Improvement	Widening & Resurfacing- IL Rte 29 to IL Rte 29	0	0	0	0
Broadway Rd. Improvement	Widen, resurface & upgrade- I-155 to Washington Blacktop in Morton	7	3	6	7
US 150	Resurfacing- Detroit Ave to East City Limits of Morton	2	1	3	4

IL 29	Resurfacing- N. of Wesley Rd. to N. of Park St in North Pekin	0	0	0	0
I-155	Resurfacing- Feather Rd. to S. of Birchwood Ave in Morton	0	0	0	0
IL 98	Resurfacing- West City Limits of Morton to Detroit Ave in Morton	0	1	1	4
I-474	Resurfacing- Illinois River to I-74 near Morton	0	0	0	1
IL 9	Resurfacing- Olt Ave in Pekin to Chestnut St. in Tremont	0	3	3	4
IL 98/Edgewater Dr./ Birchwood St.	Resurfacing, Intersection Improvement- Parkway Dr. in N. Pekin to Flint St. in Morton	0	0	0	0
I-74/I-155 Improvements	Muller Rd. to I-155 in Morton	3	6	8	7
I-74	East of I-155 to east of Morton Ave in Morton	2	3	3	3
US 150	Resurfacing- Urbandale Ave in East Peoria to Detroit Ave in Morton	1	1	3	2
IL 9	Widening- Mall Rd. in Pekin to Chestnut St. in Tremont	0	2	3	0
Passenger Rail	New Construction- East Peoria to Bloomington- Normal	22	11	24	16
Allentown Rd.	Resurface- Upgrade- Washington Blacktop to Dee Mack Rd.	0	0	0	0



Farmdale Rd. Safety Improvements	Relocate Farmdale and eliminate 2 RR Crossings	0	0	0	5
IL 8/ E. Washington St.	Improvements-Branch of Farm Creek to E. of Sunrise Ave	0	0	1	1
I-74	Improvements-Washington St. to Pinecrest Dr.	0	0	0	3
I-74	Reconstruction-Tazewell Co. Line to McLean Co. Line	0	0	0	0

Peoria- South					
Project Name	Project Description	Green Infrastructure (green dots)	Balanced Growth (red dots)	Economic Development (orange dots)	Public Infrastructure (blue dots)
Pfeiffer Rd.	Resurfacing-Ricketts Ave to Airport Rd.	0	0	0	2
Garfield Ave.	Resurfacing-Adams St. to Airport Rd.	0	1	1	0
Garfield Ave Extension	Road Extension-Smithville Rd. to Airport Rd.	0	1	1	0
ML King Drive Improvement	Resurfacing-Garrett To Western	4	2	7	6
Dirksen Parkway Improvement	Reconstruction-Middle Rd. to Airport Rd.	1	0	1	2
Hanna City Trail	Enhancement-Regional Recreational Trail from Kickapoo Creek Rd. (near Bellevue) to Middle Grove	15	3	1	1
IL 336	New Construction	3	7	21	13
US 24	Maintenance and Resurfacing- S. of Tuscarora	1	1	1	0
US 24/ IL 29 Corridor Improvements	US 150 to I-474	3	5	9	5
Business 24 Improvement	Feasibility Study- I-474 to I-74	4	4	8	5
Airport Rd. Extension	Road Extension-Pfeiffer Rd. to State Route 9	1	5	8	3

## Symposium Data Analysis

### *Electronic Voting*

For the purpose of analysis, a sum of 70% of the “agree” and “strongly agree” votes indicate an audience perception that a project strongly aligns with a regional goal. On this basis, the audience voted that Technology Boulevard, passenger rail from East Peoria to Bloomington-Normal, and CityLink Transit Centers strongly aligned with each of the four regional goals. Projects that did not meet the 70% “agreed” threshold on any of the four Theme statements were Radnor Road and Illinois 29; however, all votes indicated a greater number of “agreed” than “disagreed” with the exception of IL 29 as it relates to Balanced Growth. None of the “disagree” and “strongly disagree” votes summed to 70% in any project. These results reiterate the reoccurring theme set by the subcommittees that community members are looking to integrate transportation means that are alternative to the personal vehicle and are favorable of responsible development that utilizes existing developed areas.

Overall, the electronic voting system was successful and TCRPC staff will likely use this mechanism for collecting input again. Improvements to using this system include maximizing participation from all community sectors, providing more project information, and allowing internet voting. While the symposium was well attended, most participants were of the transportation community. Greater effort must be made to get a more diverse audience to collect public input. This can be done by conducting more intensive advertising including speaking engagements at community group meetings and holding the symposium in off-business hours to allow for greater public participation. Knowledge of the project is also important in collecting meaningful public opinion data. Of the project Themes that did not meet the 70% threshold, an average of 16.5% of the audience members were unsure of the extent to which projects impacted Regional Themes. A greater effort must be made in project identification to understand the link between the project and its impacts on the Regional Themes. Lastly, the electronic voting should be made available via the internet. By making this available, participants unable to attend the public meeting can provide valuable input in this voting process.

### *Sticky Dot Voting*

The sticky dot analysis identifies projects that scored within 25% of the largest amount of votes for each Regional Theme Statement. These projects were selected as projects that participants felt strongly aligned with Regional Theme Statements.

The number of Green Infrastructure votes ranged from 0-24 for each project. The projects that scored within 25% of the top score (18 and above) include the Keller Branch Trail, East Peoria to Bloomington-Normal passenger rail, and the Hanna City Trail. These projects likely voted well in green infrastructure because either no new infrastructure is needed or the construction activities would simply replace existing infrastructure. In addition, the modes of travel on trails and rail consume less fossil fuels. TCRPC staff anticipates that with the incorporation of green

highway and green infrastructure principles in future projects, a greater percentage of the proposed transportation projects will meet the regional green infrastructure goal, even if that project is automobile oriented.

Balanced Growth votes ranged from 0-12. The projects that scored within 25% of the top score include East Peoria to Bloomington-Normal passenger rail, Hanna City Rail Trail, Technology Boulevard, Eastern Bypass, and Pioneer Parkway Extension. Passenger rail service, the Hanna City Rail Trail, and Technology Boulevard will promote balanced growth; the first two projects will accommodate alternative transportation modes that can help reduce the number of vehicles traveling on roadways, and the latter project will enable the development of vacant land in a densely-built area, ensuring the efficient use of public infrastructure. The Eastern Bypass and Pioneer Parkway Extension possess the potential to spur balanced growth patterns. Because they are proposed major roadways that will enable much open land to be developed for a variety of land uses, careful planning will need to be completed to ensure that new development reflects the principles of balanced growth.

Economic Development votes ranged from 0-28. Projects that scored within 25% of the top score (21 and above) include Eastern Bypass, Pioneer Parkway, Technology Boulevard, Passenger Rail, IL 336. Pioneer Parkway and Technology Boulevard are transportation corridors designed as *intracity* corridors to compliment plans for commercial oriented development. Eastern Bypass, passenger rail, and IL 336 allow for greater connectivity of the PPUATS area to other markets and serve as *intercity* connectors.

Public Infrastructure votes ranged from 0-19. The projects that scored within 25% of the top score include Eastern Bypass and passenger rail. These large scale projects are a priority of community leaders in the PPUATS area as they provide immediate transportation needs and set the stage of long-term transportation improvements. The Eastern Bypass would provide greater connectivity of communities within the PPUATS area and would provide a framework for developing a greater highway system for connecting to other metropolitan areas. Passenger rail service would provide alternative transportation options for those traveling to and from Bloomington/Normal and East Peoria and could provide the platform to connect passengers to a potential high speed rail network from St. Louis to Chicago.

### *Voting Summary*

Passenger rail is clearly a community priority as it acquired top votes in both the electronic and the sticky dot voting process. While Eastern Bypass did not fare well in Green Infrastructure voting, the project received 88%, 83% and 68% “agree” votes for economic development, public infrastructure, and balanced growth, respectively, in the digital voting and collected top votes for the same Themes in the sticky dot voting processes. Once again, an integration of green highway concepts into Eastern Bypass could quite possibly create a project that meets all Regional Goal Statements.

This voting process certainly aided in the identification of transportation priorities for the region, but it also identified projects that should be re-evaluated for the purposes of incorporating the advancement of Economic Development, Green Infrastructure, Public Infrastructure, and Balanced Growth goals as identified in this plan. Communities are encouraged to consider the Regional Themes in future transportation projects and PPUATS members may want to refer to the symposium data in making decisions for STU funding.

# TRANSPORTATION SYMPOSIUM COMMENTS

**Name:** R. Anderson

**Representing:** A business

**Comment:** General Green Infrastructure

“It seems like many of the voters did not understand the concept of green infrastructure-maybe more education would be in order.”

**Name:** None

**Representing:** None

**Comment:** Ex University/Lake street etc.

“Does “widening” or “improvement of city roads include accommodation for pedestrian or bicycle use?”

**Name:** Russ Crawford

**Representing:** A Resident, A Business, an Organization and the direct connection of Peoria area with high speed rail.

**Comment:** Completion of 474

“Please include Steve Jaeger and myself along with other critical members in forming a newly developed transportation group, (Tri-County).”

**Name:** Steve Van Winkle

**Representing:** A resident

**Comment:** Eastern By-Pass

“MUST be FULLY-ACCESS controlled to achieve long-term goals in areas of infrastructure safety and efficiency, balanced growth and economic development.”

**Name:** Irvin Latta

**Representing:** A Resident, A Business, An Organization

**Comment:**

“Rt 29 extension around Chillicothe must include widening of the RR viaduct north of town.”

**Name:** None

**Representing:** None

**Comment:** RR to Bloomington from Peoria

“Need of a High Speed RR or proposed E-W 74 Corridor, how does this play in?”

**Name:** Carl Wyss

**Representing:** A Resident

**Comment:** Land taken out of corn production

“One acre of corn (at 180lb per acre) produces enough oxygen for 131 people to breath in a year. It also takes out 8 tons of carbon dioxide in a growing season. **We need to preserve agricultural acres.**”

**Name:** Rudy Habben

**Representing:** An Organization

**Comment:** Additional Project

“Forrest Hill extended west from sterling to Potstown Road and Creek Road with interchange with 474.”

**Name:** Carey French

**Representing:** A Business

**Comment:** Washington-Adams

“Has impact on truck traffic on Washington/Adams/Jefferson Sts. been addressed? If Washington lanes are reduced where will truck traffic go?”

**Name:** Scot Presslak

**Representing:** A Resident

**Comment:** Peoria/Bloomington Rail

“Consider an alignment that would allow for western expansion to Galesburg/Macomb/Quad Cities.”

**Name:** Tom O’Neill

**Representing:** A Resident and an Organization

**Comment:**

“The bus, train, and trails for walkers on Washington St. Rt. 336 are the most important opportunity to me.”

**Name:** Scott Hobart

**Representing:** A Resident and A Business

**Comment:** Washington Trail Northern

“It would enhance the safety and connectivity of Washington to add a pedestrian walkway over 24 so that residents in subdivisions to the north can safely get bikes, kids, and pedestrians across 24 to 5 points and so that residents to the south can get to the north. Locate this by North of Singer/24 intersection.”

**Name:** Jim Gee

**Representing:** An organization

**Comment:** New Project

“A country type road is needed from N. Tennessee Ave. in Morton to S. Cummings Lane in Washington.”