

AGENDA

Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Policy Committee

Wednesday, October 3, 2018 at 9:00 am
456 Fulton St, Suite 420
Peoria, IL 61602

-
1. Call to Order
 2. Roll Call
 3. Public Comment
 4. Approval of Minutes, September 5, 2018 Meeting
 5. Chairman's Report
 6. Financials
 - a. Approval of August Financial Report and Performance Report – *Memo*
 - b. Approval of Resolution 19-02 Hoovers Data Purchase – *Attachment*
 - c. Approval of Resolution 19-03 IDOT Fall Planning Conference – *Attachment*
 7. Staff Presentation – Autonomous Mobility Initiative
 8. Approval of TIP Amendment – 5310-18-02 Peoria Pedestrian/Bus Improvements – *Attachment*
 9. Approval of TIP Amendment – 5310-18-03 CityLink Bus Stop Upgrades – *Attachment*
 10. Approval of FY 2019 Special Transportation Studies – *Attachment*
 11. Updates
 - a. Transportation Alternatives (TAP) Funds
 12. Other
 - a. Next meeting scheduled for November 7, 2018
 13. Adjournment

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MINUTES

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Policy Committee

Wednesday, September 5, 2018 at 9:00 am
456 Fulton St, Suite 420
Peoria, IL 61602

1. Call to Order
Vice-Chairman McCabe called the meeting to order at 9:01 am

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Karen Dvorsky IDOT	x		Nick Stoffer* City of Peoria	x	
Terrisa Worsfold* IDOT		x	Ross Black* City of Peoria		x
Tom O'Neill Peoria County	x		Leon Ricca Village of Bartonville		x
Stephen Morris Peoria County		x	Bob Lawless* Village of Bartonville		x
Greg Sinn Tazewell County	x		James Dillon City of West Peoria		x
Mike Harris Tazewell County		x	Kinga Krider* City of West Peoria	x	
Greg Menold* Tazewell County	x		Jeff Kauffman Village of Morton		x
Doug Huser Woodford County	x		Ginger Herman* Village of Morton		x
Donald White City of Chillicothe	x		Dustin Sutton V. of Peoria Heights	x	
John McCabe City of Peoria	x		Mike Casey* V. of Peoria Heights		x
Mark Rothert* City of Peoria		x	Fred Lang Village of Creve Coeur		x
Dave Mingus City of E. Peoria		x	Terry Keogel* Village of Creve Coeur		x
Jeff Eder* City of E. Peoria	x		Gary Manier City of Washington		x
Jim Ardis City of Peoria		x	* City of Washington		
Scott Reeise City of Peoria	x		Sharon McBride CityLink	x	
Patrick Urich City Manager		x	Doug Roelfs* CityLink		x
Jane Gerdes* City of Peoria		x	Mike Hinrichsen V. of Germantown Hills		x

*Alternate

Staff: Harms, Miller, Martin, Bruner, Abi-Aka, Hendon, and Lees.

3. Public Comment- none
4. Approval of Minutes, August 1, 2018 Meeting
White moved to approve the August 2, 2019 minutes and Sinn seconded. Motion carried.
5. Chairman's Report- nothing to report
6. Financials
 - a. Approval of July Financial Report and Performance Report – *Memo*
Menold moved to approve the July Financial Report and Performance Report and O'Neill seconded. Motion carried.
 - Harms reported that the total budget for FY19 is \$817,417. As of the end of June 2018, PPUATS has used 9% of its budget.
7. Approval of FY 2019-22 Transportation Improvement Program – *Handout*
O'Neill moved to approve FY 2019-22 Transportation Improvement Program and Huser seconded. Motion carried.
 - Harms explained that the public comment period is complete, and all comments received were incorporated into the document.
 - Additional projects were added during the public comment period, as was the Performance Measures section for Safety.
8. Updates
 - a. FY 2019 Special Transportation Planning Studies
Harms updated that \$92,076 are available for FY19 Special Studies. Staff released a call for projects to PPUATS and received over \$200,000 in requests. A subcommittee will score, discuss, and prioritize the requests. Policy will make the final approval.
 - b. Transportation Alternatives (TAP) Funds
Harms reminded the committee that a call for projects is open for Transportation Alternatives (TAP) funds. Stoffer asked when this will close, and Harms said September 21, 2018 at 4:30 pm.
 - c. 2019 IDOT Fall Planning Conference
Miller announced that the 2019 IDOT Fall Planning Conference will be held in Peoria at Pere Marquette on October 11th and 12th. The theme is *Planning to the Future*. Highlights will include an autonomous vehicle demonstration and an address from Illinois Secretary of Transportation Randy Blakenhorne. An itinerary will come at a later date.
9. Other
 - a. Next meeting scheduled for October 3, 2018-ok
10. Adjournment
O'Neill moved to adjourn at 9:15 am and McBride seconded. Motion carried.

Submitted by;

Eric Miller, Executive Director

Recorded and transcribed by: Debbie Ulrich



MEMORANDUM

TO: PPUATS Policy Committee

FROM: Staff

SUBJECT: August 2018 Financial Report and Performance Report

DATE: October 3, 2018

Action needed by Policy Committee:

Approve August 2018 Financial Report and Performance Report.

Background:

The total budget for FY19 is \$817,417. As of the end of August 2018, PPUATS has expended approximately 20% of its budget.

FY19 PL/FTA Budget – August 2018

	FY19	Aug-18	YTD	% USED YTD	REMAINING
Salaries	\$331,409	\$36,121	\$64,767	20%	\$266,642
Fringe Benefits	\$84,809	\$10,331	\$18,105	21%	\$66,704
TOTAL SALARIES	\$416,217	\$46,452	\$82,872	20%	\$333,345
INDIRECT COSTS	\$232,624	\$25,920	\$46,243	20%	\$186,381
Other Direct Costs					
Travel/Training/Conferences	\$15,000	\$2,077	\$2,184	15%	\$12,816
APWA Conference	\$7,500		\$0	0%	\$7,500
Computer Hardware & Software	\$25,000	\$2,121	\$21,364	85%	\$3,636
Contractual - Special Projects	\$92,076		\$95	0%	\$91,981
Audit	\$24,000	\$6,556	\$6,556	27%	\$17,444
Misc (Legal Notices, Printing)	\$5,000	\$90	\$154	3%	\$4,846
Retroactive Pay	\$0		\$0	0%	\$0
TOTAL OTHER DIRECT COSTS	\$168,576	\$10,845	\$30,353	18%	\$138,223
TOTAL	\$817,417	\$83,216	\$159,468	20%	\$657,949

PPUATS Policy Committee

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October 3, 2018

PPUATS MONTHLY PERFORMANCE REPORT

August 2018

Management and Administration

- Hosted meetings of PPUATS Technical and Policy Committees
- Prepared financial records and developed drawdown request for IDOT funds
- Attended Peoria Chamber Transportation Committee meeting
- Attended Pekin Chamber Transportation Committee meeting
- Participated in monthly conference call of statewide HSTP Coordinators
- Attended CityLink Board meeting
- Participated in CityLink ADA Committee

Data Development and Maintenance

- Continued to maintain GIS system for the region
- Continued work on TCRPC/PPUATS website update
- Responded to technical assistance requests for GIS

Long Range Planning

- Continued to implement Regional Bicycle Plan
- Continued discussion and planning for 2020-2045 Long-Range Transportation Plan
- Monitored call for projects for FY18-20 Transportation Alternatives (TAP) funding round
- Completed public input for FY19-22 Transportation Improvement Program (TIP)
- Prepared final draft TIP for approval

Short Range Planning

- Released call for FY19 Special Projects
- Monitored final progress of FY17 and FY18 Special Projects funds
- Researched and projected Safety performance measure targets
- Monitored and made administrative changes to TIP

RESOLUTION 19-02

A RESOLUTION OF THE PPUATS POLICY COMMITTEE TO PURCHASE DUNN & BRADSTREET (D&B) HOOVERS DATA FOR AN AMOUNT NOT TO EXCEED \$5,000.

WHEREAS, the Peoria-Pekin Urbanized Area Transportation Study, hereafter referred to as PPUATS, offers a wide range of services to its members which requires the use of economic and demographic data, and

WHEREAS, D&B Hoovers demographic and economic data will prove vital when updating the region’s federally-required long-range transportation plan, as well as support other ongoing land-use planning and transportation planning projects, and

WHEREAS, PPUATS can partner with the Greater Peoria Economic Development Council to acquire such data, and

WHEREAS, the cost for the data is not to exceed \$5,000, and

WHEREAS, adequate funding for the data purchase has been included in the FY 2019 Unified Work Program (UWP) budget.

THEREFORE, BE IT RESOLVED BY THE PPUATS POLICY COMMITTEE AS FOLLOWS:

That the PPUATS Policy Committee authorizes the Executive Director to purchase D&B Hoovers data/software for an amount not to exceed \$5,000.

Presented this third day of October 2018

Adopted this third day of October 2018

Stephen Morris, Chairman
PPUATS Policy Committee

ATTEST:

Eric Miller, Executive Director
Tri-County Regional Planning Commission

RESOLUTION 19-03

A RESOLUTION BY THE PPUATS POLICY COMMITTEE TO PERMIT STAFF TO ATTEND IDOT FALL PLANNING CONFERENCE IN PEORIA, ILLINOIS

WHEREAS, the Peoria-Pekin Urbanized Area Transportation Study, hereafter referred to as PPUATS, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area, and

WHEREAS, encouraging staff to build relationships with other regional planning professionals, engage with federal government officials, and listen to proponents of regional issues benefits PPUATS and the work it performs to achieve consensus, and

WHEREAS, the IDOT Fall Planning Conference provides continuous updates on legislation that impact local, state, and federal governments in the areas of transportation, conservation, economic development, water quality, homeland security, and workforce development, among others, and

WHEREAS, the IDOT Fall Planning Conference provides staff members the ability to expand the skills and experience needed to provide essential leadership, and

WHEREAS, adequate funding for Training and Conferences is included in the FY 2019 Unified Work Program (UWP) budget.

THEREFORE, BE IT RESOLVED BY THE PPUATS POLICY COMMITTEE AS FOLLOWS:

That the PPUATS Policy Committee approves the expenditure of funds for staff to attend the IDOT Fall Planning Conference from October 11, 2018 to October 12, 2018 in Peoria, Illinois, for a cost not to exceed \$1,500.00.

Presented this third day of October 2018

Adopted this third day of October 2018

Stephen Morris, Chairman
PPUATS Policy Committee

ATTEST:

Eric W. Miller, Executive Director
Tri-County Regional Planning Commission

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)
FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted September 5, 2018, as amended

Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
	From	To	
9/13/2018	2019	2022	City of Peoria

PROJECT INFORMATION

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Pedestrian/ Bus Stop Improvements	5310-18-02	N/A	N/A	N/A	Charter Oak Rd to Cannes Dr	Pedestrian access route installation	FTA 5310	80%	\$ 48,000
							State		
							Local	20%	\$ 12,000
							Total		\$ 60,000

Reason for Amendment: FY18 project was not authorized and must be added to FY19 program.

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
							Total		\$ -

Reason for Amendment:

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
							Total		\$ -

Reason for Amendment:

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
							Total		\$ -

Reason for Amendment:

Technical	
Policy	

IDOT District 4 Local Roads	
IDOT District 4 Programming	
FHWA	

- NOTES:**
- 1) The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.
 - 2) Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.
 - 3) The Excel document for this form uses formulas to calculate Funding Share % and Total Project Cost. These cells cannot be edited by default, to prevent accidental overwriting of these formulas. To override this protection in Excel 2010 and above, click on the "Review" tab and then click on "Unprotect Sheet."

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)
FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted September 5, 2018, as amended

Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
9/13/2018	From 2019	To 2022	Greater Peoria Mass Transit District (CityLink)

PROJECT INFORMATION

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Bus Stop Upgrades	5310-18-03	N/A	N/A	N/A	Various Locations	Construct boarding/alighting pads and sidewalk connections	FTA 5310	80%	\$ 66,000
							State		
							Local	20%	\$ 16,500
							Total		\$ 82,500

Reason for Amendment: FY18 project was not authorized and must be added to FY19 program.

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
							Total		\$ -

Reason for Amendment:

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							State		
							Local		
							Total		\$ -

Reason for Amendment:

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
							Total		\$ -

Reason for Amendment:

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- 1) The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.
 - 2) Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.
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MEMORANDUM

TO: PPUATS Policy Committee

FROM: PPUATS Technical Committee

SUBJECT: FY 2019 Special Transportation Planning Studies

DATE: October 3, 2018

Action needed by Policy Committee

Approve FY 2019 Special Transportation Planning Studies:

- Peoria Thoroughfare Plan and Map – \$40,000
- Pekin Traffic Signal Modernization – \$48,000
- Peoria County Regional Digital Inclusion Plan – \$20,000
- Bartonville Street Light Inventory – \$14,076

Prioritization by Review Subcommittee

Staff released a call for projects to all jurisdictions in the urbanized area on July 18, 2018. The call was open from that date until August 6, 2018. Staff received six requests, totaling \$213,000.

PPUATS Technical organized a Review Subcommittee to evaluate requests using the criteria listed in the call for projects instructions and to recommend studies for funding. The subcommittee met on September 17, 2018 to score, discuss, and prioritize the requests. After scoring and discussing the proposed studies, subcommittee members identified three “Tier 1” proposals that best met the goals of the *FAST Act* and *Envision HOI* and had considerable regional significance. The subcommittee agreed that those projects—labeled as “Tier 1” in the table below—should be prioritized for funding. The subcommittee’s full scoring is below.

Criterion	Max. Points	Tier 1 – Recommended for Funding			Tier 2		
		Peoria Thoroughfare Plan & Map	Pekin Signal Modernization	Peoria Co. Reg’ Digital Inclusion Plan	Pekin Downtown Study	Morton Sidewalk Plan	Bartonville Street Light Inventory
Consistency w/ <i>FAST Act</i> & LRTP Goals	40	35	35	25	25	25	20
Regional Significance	30	25	20	30	20	10	10
Local Match	10	5	0	0	5	10	0
Partnership with Other Jurisdiction(s)	10	0	0	0	0	0	0
Study Complete by June 30, 2019	10	10	10	10	10	10	10
Total	100	75	65	65	60	55	40

Project Funding and Special Consideration

Funding requests for the three Tier 1 studies total \$108,000, greater than the \$92,076 set aside in the FY19 PPUATS Unified Work Program (UWP) for special studies. The Review Subcommittee asked staff for alternatives to awarding partial funding. Staff identified \$30,000 in recently uncommitted State Metropolitan Planning Funds. The committee recommended utilizing \$15,924 of these funds to fill the gap and fully grant all three Tier 1 study requests. This solution left \$14,076 in State Metropolitan Planning Funds still uncommitted.

On November 11, 2017, PPUATS Technical reached consensus that the Bartonville Street Light Inventory should receive special consideration for FY19 Special Studies funding. The Technical Committee reached this consensus after the Village of Bartonville withdrew a request for FY18 PL/FTA funds for the same project. The Review Subcommittee recognized this special consideration but could not justify prioritizing that project ahead of any in Tier 1.

At their September 19, 2018 meeting, the PPUATS Technical Committee voted unanimously to forward the Review Committee's recommendation to the Policy Committee, with the amendment that \$14,076 in remaining State Metropolitan Planning Funds go to the Bartonville Street Light Inventory.

Background

PPUATS Policy set aside \$92,076 of FY19 PL/FTA funds for local jurisdictions to undertake special transportation planning projects. Jurisdictions may apply for all or part of the \$92,076. Projects may be phased, but there is no guarantee that additional funding will be made available in future years. No match is required, although projects which have local, confirmed match will be given higher consideration. Because of the stipulations of the PL/FTA funding source, projects must be completed by June 30, 2019.

Attachments

- Proposals received:
 - Bartonville Street Light Inventory
 - Morton Sidewalk Plan
 - Pekin Traffic Signal Modernization
 - Pekin Downtown Feasibility Study
 - Peoria Thoroughfare Plan
 - Peoria County Regional Digital Inclusion Plan
- Call for Projects Instructions

FY19 Special Transportation Planning Project

Village of Bartonville Street Light Inventory

Scope of Work

Sponsoring agency:

Village of Bartonville

Mayor Leon Ricca

Village of Bartonville

5912 S. Adams

Bartonville, IL 61607

309-696-6665

mayorbbtnvlg@yahoo.com

The Village of Bartonville has a system of street lights in various parts of the Village. The location of the wiring for these street lights is unknown. The Village of Bartonville would like to request planning dollars for the inventory and creating a GIS layer for traffic signal and street lights. This is a matter of safety for unknown and unnecessary delays when contractors dig in the roadway and hit unknown electrical lines associated with traffic signals and street lights

This project does not include fabrication, installation, or construction administration. The total project budget is \$30,000.

This project will address the following goals of the Envision HOI Long Range Transportation Plan

- Improve safety for all transportation system users. *Sustainable and dependable lighting on the roadway will increase the safety of the motorists.*
- Improve transportation security for all users of the transportation system. *Likewise...sustainable and dependable lighting on the roadway will increase the security for motorists, bicyclists, and pedestrians.*
- Reduce the cost of maintenance. *Accurate location of the lighting infrastructure will reduce damage and the cost of maintenance.*

This project will address the following goals of the FAST act.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. *Locating the street lights will minimize the interruption of the community by locating essential wiring for lighting. Not only will the project maximize the safety of travelling public but it will also maximize safety for the construction workers digging in the area.*
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair. *Location of the street light wiring will allow for precision maintenance of the lighting system.*
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project

completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. *The Street Light Inventory project will reduce project delays by accurately locating and avoiding the critical elements of the lighting system.*

Task 1: Project Start-Up and Coordination

- The project consultant will have a kick-off meeting with the sponsoring agency to develop a more specific project schedule and schedule of deliverables. This meeting will take place in the late summer or early fall of 2018.
- A monthly status update shall be submitted via email or by meeting to describe project activities completed to date.

Task 2: Data Collection and Field Work

- The project consultant will review all existing sidewalk data on file with the Village's GIS coordinator and determine addition needs.
- The project consultant will collect an inventory of any existing lightpoles and wiring utilizing the Tri-County Regional Planning Commission and a local electrical contractor. It is anticipated this effort will take no more than 60 working days.
- Tri-County Regional Planning Commission to provide GIS Coordination for file assimilation into Village's GIS.

Task 3: Meetings and Final Plan

- The project consultant will review the existing inventory to ensure accurate and complete information is entered into the Village's GIS.
- The project consultant will hold one meeting with Village staff to review the inventory.
- The project consultant will incorporate any applicable comments following feedback from Village staff for use in preparing a final inventory plan. The final plan will be submitted to Village staff for any review prior to final approval.

The Village of Bartonville appreciates the opportunity to submit this project for funding. The Village can undertake a smaller project or the project can be phased if less funding than applied for is received. The final plan is anticipated to be completed approximately 6 months following the kick-off meeting. The Village will have no issue completing the project by June 30, 2019.

If you have any questions and/or comments, please do not hesitate to contact me or the Village Engineer, Patrick Meyer at (309) 696-1935.

Sincerely,

VILLAGE OF BARTONVILLE



Mayor Leon Ricca

Village of Morton

120 NORTH MAIN STREET • P.O. BOX 28 • MORTON, ILLINOIS 61550-0028
PHONE (309) 266-5361 FAX (309) 266-5508

JEFF KAUFMAN
President

PPUATS Policy 14

TRUSTEES:

Randy Belsley
Rod Blunier
Sam Heer
Clinton Leman
Kenneth Newman
Nate Parrott

VILLAGE CLERK:

Sam Ritthaler

July 30, 2018

Tri-County Regional Planning Commission
456 Fulton Street, Suite 401
Peoria, IL 61602
Attn: Eric Miller

Dear Mr. Miller:

Please accept the attached application/proposal for a sidewalk plan for the Village of Morton utilizing FY19 Special Transportation Planning Studies funds. The Village of Morton currently lacks a comprehensive inventory of its sidewalks and this project would accomplish our goal of adding this information to our GIS so that we can better plan and prioritize sidewalk improvements. This project would allow us to become more efficient as we continue to improve access, mobility and safety and increase connectivity for all users throughout the Village of Morton.

If you have any questions/comments, please feel free to contact me at (309) 573-4362.

Sincerely,
Village of Morton



Craig M. Loudermilk, P.E.
Director of Public Works

Cc: Ryan Harms, Tri-County Regional Planning Commission
Mayor Kaufman, Village of Morton

FY19 Special Transportation Planning Project

Village of Morton Sidewalk Plan Scope of Work

Sponsoring agency:

Village of Morton
Craig Loudermilk
120 North Main Street
Morton, IL 61550
309-266-5361
cloudermilk@morton-il.gov

Background: At present, the Village of Morton lacks a comprehensive inventory of its sidewalks. This inventory would be the first step to ensuring future capital funding for the build-out and contiguity of this network.

This project will inventory all sidewalks within the Village. The plan is to conduct this inventory utilizing a consultant and the Tri-County Regional Planning Commission staff, on a neighborhood by neighborhood-basis. More heavily-traveled roadways will be inventoried block by block. Once this data has been collected, it will be analyzed and prioritized for future capital project funding. This inventory and analysis will comprise the overall sidewalk plan. In addition, the Village's ADA transition plan shall be updated. The ADA transition plan would look more in-depth at the condition of all sidewalk ramps in the Village among other related items required to complete such a plan.

This project does not include fabrication, installation, or construction administration. The total project budget is \$40,000. The Village will match 10% or \$ 4,000 of the project budget.

The tasks indicated below are guided by the following principles:

1. Serve the mobility needs of non-motorized users;
2. Increase safety for motorized and non-motorized users;
3. Establish a consistent brand that is recognizable by the trail users;
4. Further establish a sense of place;
5. Increase connectivity between community assets in Morton;
6. Reduce fuel consumption and air pollution by providing accommodations for pedestrians; and
7. Improve transportation access for persons with disabilities.

Task 1: Project Start-Up and Coordination

- The project consultant will have a kick-off meeting with the sponsoring agency to develop a more specific project schedule and schedule of deliverables. This meeting will take place in the late summer or early fall of 2018.
- A monthly status update shall be submitted via email or by meeting to describe project activities completed to date.

Task 2: Data Collection and Field Work

- The project consultant will review all existing sidewalk data on file with the Village's GIS coordinator and determine additional needs.
- The project consultant will collect an inventory of all existing sidewalks utilizing the Tri-County Regional Planning Commission. It is anticipated this effort will take no more than 90 working days.
- Tri-County Regional Planning Commission to provide template for data collection and technical assistance with the Village of Morton GIS coordinator for file assimilation into the Village's GIS.

Task 3: Sidewalk Condition Analysis and Prioritization Effort

- The project consultant will review the existing sidewalk inventory to ensure accurate and complete information is entered into the Village's GIS.
- The project consultant will prioritize future improvements based upon cost factors, overall condition and ability to improve sidewalk connectivity.
- The project consultant will hold one meeting with Village staff to review the inventory and the analysis and prioritization work.

Task 4: Meetings and Final Plan

- Upon completion of Task 3, the project consultant will finish any necessary revisions.
- The final plan may be posted on the Village's website to generate citizen feedback pertaining to the draft inventory and analysis.
- The project consultant will incorporate any applicable comments following feedback from Village staff for use in preparing a final sidewalk inventory plan. The final plan will be submitted to Village staff for any review prior to final approval.
- The final plan is anticipated to be completed approximately 10 months following the kick-off meeting.



City of Pekin

Department of Public Works

August 6, 2018

Peoria-Pekin Urbanized Area Transportation Study
456 Fulton St., Suite 401
Peoria, IL 61602

Call for FY2019 Special Transportation Project

Submitted by: City of Pekin
111 S. Capitol St.
Pekin, IL 61554

Point of Contact: Michael Guerra, P.E.
City Engineer
Phone: (309) 478-5348
Email: mmguerra@ci.pekin.il.us

Project: **City of Pekin Traffic Signal Modernization**

Description: The City of Pekin is seeking to modernize the traffic signals in the City of Pekin. The proposed study would be to conduct a review of sixteen (16) locations of the City of Pekin's traffic signals to determine the most efficient flow of traffic throughout the City of Pekin. The locations will include the review of the nine (9) signals on Court Street (IL 9) that become the sole responsibility of the City of Pekin upon the transfer of VFW Road. Currently the signals on Court Street (IL 9) are timed in accordance to IDOT standards for a state highway. There are several locations it appears that a change timing may allow for better traffic flow from the side streets.

The overall goal of this study would be to synchronize the traffic signals throughout the community to allow traffic to flow efficiently throughout the City. This would be in accordance to the *FAST Act* goal of an Efficient and Resilient Transportation System. This study will allow the City to identify signalized intersections that are not operating at the optimum timing increasing traffic delays and increasing idling time of vehicles at these intersections.

It would be the desire of the City to review all signals at one time to allow for effective implementation of proposed recommendations. However if funding is an issue the City could break the locations into two phases. The first phase would be the nine (9) signalized intersections along Court Street as it consist of the highest priority and congested roadway in the City. The second phase would be the remainder of seven (7) signalized locations that are not on a State Highway. The City will take all necessary steps to complete this study by June 30th of 2019 in accordance with the funding requirements. The City currently or will have jurisdiction of all the traffic signals proposed prior to the start of the study, thus reducing any delays in completing the study.

Michael Guerra, P.E., City Engineer
111 South Capitol Street, Pekin, IL 61554
Phone (309) 477-2300 * Fax (309) 346-2095 * Email: mmguerra@ci.pekin.il.us

Scope of Work: The Scope of work would include

- Review of the existing timing plans
- Review any existing traffic counts and pick up traffic counts for peak hours as needed
- Synchronization modeling of the intersections
- Recommendations for modifications to the timing plans of the intersection for the most efficient operation and traffic flow

Amount Requested: The City of Pekin would request \$48,000 for the completion of this study.



City of Pekin

Department of Public Works

August 6, 2018

Peoria-Pekin Urbanized Area Transportation Study
456 Fulton St., Suite 401
Peoria, IL 61602

Call for FY2019 Special Transportation Project

Submitted by: City of Pekin
111 S. Capitol St.
Pekin, IL 61554

Point of Contact: Michael Guerra, P.E.
City Engineer
Phone: (309) 478-5348
Email: mmguerra@ci.pekin.il.us

Project: **City of Pekin Transportation Feasibility Study for Downtown**

Description: The City of Pekin is seeking a study for the transportation needs of its downtown area. This area is generally bounded by the Illinois River to the west, Court Street to the north, 7th Street to the east and Broadway Street to the south. The downtown area has several vacant lots that have the potential for development in the area. This study is needed to review the economic vitality of the area to determine the best use for these vacant lots and determine the effects those uses have on the transportation system. The downtown area has the access to river, rail, transit, multi-use path and is intersected with the State Highway of IL29. Due to the access to all types of transportation located in this area, there is potential for a variety of transportation improvements needed for development.

The overall goal of this study would be prioritized infrastructure improvements to the downtown area to provide for the economic vitality of the area. This would correlate to the Envision HOI: Heart of Illinois 2016 Long Range Plan. The study will examine the need for the system expansion for an anticipated travel demand including transit, non-motorized, freight and vehicle. There is also the possibility for possible reduction of demand with mixed use development. This study will help guide the City for future improvements in the downtown area.

It would be the desire of the City to review the entire area at one time. If funding becomes an issue, the City would look to scale down the study location to the area along the river due to potential for development. The City will take all necessary steps to complete this study by June 30th of 2019 in accordance with the Study. The City currently owns the majority of the land and will support the project with any information it currently has on file.

Michael Guerra, P.E., City Engineer
111 South Capitol Street, Pekin, IL 61554
Phone (309) 477-2300 * Fax (309) 346-2095 * Email: mmguerra@ci.pekin.il.us

Scope of Work: The Scope of work would include

- Determine the best use of land and property for economic vitality of the area.
- Determine the transportation demand generated by the best use of the properties.
- Review existing transportation available for all types of transportation including transit, freight, non-motorized and vehicle transportation to determine the existing level of demand.
- Provide recommendations for improvements to the transportation system located in the downtown area as related to the projected traffic need including expanded transit stops, freight movement, vehicle movements and non-motorized movements.
- Generate and present the report of findings for the City of Pekin

Amount Requested: The City of Pekin would request \$35,000 for the completion of this study. The City of Pekin is willing to supplement this project with funding for a match or if the final scope exceeds the requested amount, the City would fund the difference.



Community Development Department

August 1, 2018

Mr. Eric Miller
Executive Director
Tri-County Regional Planning Commission
456 Fulton St., Suite 401
Peoria, IL 61602

Re: Special Transportation Planning Projects – City of Peoria Thoroughfare Plan and Map

Dear Mr. Miller and Members of the Selection Committee:

Please accept this document as an application for funding for a Thoroughfare Plan and Map for the City of Peoria through the Special Transportation Planning funds.

The Thoroughfare Plan and Map is an essential component of future planning for every community and represents the future goals for transportation accommodations as found in the City Comprehensive Plan.

Our current Thoroughfare Plan was created with the 2001 Comprehensive Plan and is therefore seventeen years old. The 2011 Comprehensive Plan includes a recommended update to the Thoroughfare Plan as a critical element, but because of staffing and budgetary issues, we have not been able to update the plan over the past seven years.

As private development typically follows public infrastructure, it is important to clearly outline where planned growth within the city of Peoria is focused over the next decade. In addition to showing current and projected streets, an updated Thoroughfare Plan will also – for the first time – include alternative transportation corridors and accommodations, such as bike lanes, bike/walk trails, and other non-vehicular corridors. As such, this plan will represent a far more inclusive view of transportation than past plans and will incorporate the already adopted Complete Streets policy.

The updated Thoroughfare Plan will also include the revised specifications for public streets that have occurred since 2002. These revisions include the narrowing of streets and rights-of-way and an improvement to the quality of street construction and non-vehicular accommodation.

The plan will allow any necessary re-classification of streets in Peoria to different designations in order to accommodate future down-sizing or upgrading. Much like the designation of future transportation corridors, the re-classification of existing streets and other transportation corridors can greatly assist in the future planning of the city.

City Hall
419 Fulton Street, Suite 300
Peoria, IL 61602
309.494.8600



Unlike previous plans, the City of Peoria will solicit and encourage the participation of surrounding and overlapping jurisdictions to allow for coordination within the corporate limits of Peoria and to encourage transportation connections among various jurisdictions.

As one of fifty Invest Health cities in the nation, Peoria will also use the development of an updated plan to incorporate actions to improve public health for all persons living and visiting Peoria. Many of the actions that may be incorporated into the plan will be transferrable to other regional communities.

The final product will be made available in electronic and print format and will be made part of the City Comprehensive Plan by ordinance adoption by the Peoria City Council. It is anticipated that the project would be completed in the first quarter of 2019. The project could be reduced in scope and phased, with the street network developed first and additional transportation modes added at a later date when funding allowed.

The Thoroughfare Plan and Map would meet the following FAST Act and Envision HOI goals.

Fast Act:

- **Safety** – safety will be increased by the correct classification, location, and development of transportation corridors.
- **Infrastructure Condition** – upgraded construction specifications will increase the longevity and condition of infrastructure.
- **Congestion Reduction & System Reliability** – by properly classifying transportation corridors, congestion can be significantly reduced in the near and far term while increasing reliability.
- **Economic Vitality** – economic vitality on a local and regional basis is greatly increased when residents are able to easily and safely access business locations utilizing multiple forms of transportation in the most efficient way possible.
- **Environmental Sustainability** – the development of transportation corridors that do not negatively impact the environment is easier when based on an overall plan. Conversely, with a plan in place, some corridors – bike, pedestrian – can encourage environmental sustainability.
- **Reduce Project Delivery Days** – although this is not a construction project, delays in future projects can be reduced when it is understood where transportation corridors will be built and what specifications will be used in construction.

Envision HOI:

- **Safety** – see Fast Act answer above.
- **Transportation Security** – updated street classification will assist in routing dangerous loads to appropriate corridors.
- **Facilitate Healthy Active Living** – the inclusion of trails, sidewalks, and other non-motorized corridors will make it easier to encourage and support healthy living in all neighborhoods.
- **Reduce Maintenance Cost** – see Fast Act answer above.



- **Increase Vehicle Occupancy** – the review and plan will accommodate the potential location of ride-share lots and streets that are appropriate for ride-sharing and public transportation.
- **Improve Traffic Flow** – see Fast Act answer above.
- **Efficient System Management** – see Fast Act answer above.
- **System Expansion** – one of the core purposes of the Thoroughfare Plan is to plan for future expansions of the existing network.
- **Reduce Transportation Demand** – in addition to adding in non-street networks, the Thoroughfare Plan as part of the Comprehensive Plan can cause changes to be made to the City zoning requirements in order to accommodate expanded work from home options and/or employment and commercial development closer to residential areas.
- **Improve Public Transportation** – CityLink will be an invited and important partner in the development of this plan. Public transportation needs to be a major component of all future transportation discussions.
- **Improve Transportation for Persons with Disabilities** – the new plan will specifically address the needs of disabled residents and propose a network that is available to all.
- **Alternative Travel Modes** – the Community Development Department has been working for some time on the changing transportation framework relative to the location of non-traditional transportation businesses. Therefore, the inclusion of alternative transportation modes will be an intersecting point between zoning regulations and transportation planning.
- **Improve Air Quality & Reduce Energy Consumption** – by increasing non-motorized corridors, increasing the efficient flow of traffic, and designating specific corridors for heavy traffic, the overall air quality in the city and region will be improved.
- **Utilize & Preserve Green Infrastructure** – the City of Peoria is a national leader in the use of green infrastructure. This plan will incorporate what we have already implemented and anticipate future green development.
- **The Illinois River** – the plan will be developed to anticipate future transportation network expansions. This could include the future expansion of a bike/walk trail on the Illinois River. Overall, the plan will be developed to reduce any negative impact on the River or other natural resources.
- **Reduce Light, Noise, and Vehicle Miles Travelled** – an updated and efficient network will be able to address negative impacts caused by traffic and traffic infrastructure in areas that are not designated as major corridors. By incorporating alternative transportation, the overall number of vehicle miles travelled will be reduced.
- **Economic Vitality** – the plan will endeavor to create economic vitality by improving the efficiency of commercial traffic while reducing the costs associated with all traffic.



Both the Fast Act and Envision HOI will be used as a point-by-point outline for the development of the plan portion of the Thoroughfare Plan and Map.

The City of Peoria requests \$40,000 in Special Transportation Planning funds to hire a consultant to assist in the development a Thoroughfare Plan and Map. As a local match, the Community Development and Public Works Departments commit personnel to manage this important project.

We are grateful for the opportunity to submit this project for funding consideration. If we may be of assistance, or you require additional information, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross Black", written over a white background.

Ross Black, AICP, CNU-A, LEED-GA
Community Development Director

A handwritten signature in black ink, appearing to read "Scott D. Reeise", written over a white background.

Scott D. Reeise, PE
Public Works Director



PEORIA COUNTY HIGHWAY DEPARTMENT

6915 W PLANK ROAD
PEORIA, IL 61604-5246
PHONE (309) 697-6400
FAX (309) 697-6446

August 1, 2018

Mr. Ryan Harms
Tri-County Regional Planning Commission

RE: Special Transportation Projects funding request

Dear Mr. Harms:

Thank you for the opportunity to submit a project for the FY2019 Special Projects.

Peoria County would like to respectfully request funding in the order of \$20,000 to build a Digital Inclusion Strategic Plan for our region.

A digital inclusion plan would help ensure all segments of our collective communities' benefit from innovation, drive economic development and to reduce disparities. Such a plan may also help local agencies secure grants aimed improving redevelopment.

This plan would:

- Identify existing physical and technological infrastructure
- Identify current and proposed road infrastructure projects that may align with new technologies
- Expand on current trends in community technology access and usage
- Show strategies for widespread access to and adoption of new technologies, especially as how it could relate to road infrastructure and the movement of people and goods
- Details on how new technologies like 5G and Smart City applications could be used to facilitate inclusion with road infrastructure and initiate economic development

The intent is to set out a plan where our region is postured for inclusion of new technologies within our infrastructure.

This project would contribute to the long-range transportation goals of accessibility and multi-modal conductivity, and economic vitality. These same goals meet 23 USC 134 of the FAST Act.

The County feels that such a plan would be beneficial for the entire region, and not just Peoria County specifically.

We appreciate your consideration of this project. Questions or clarifications can be directed to me at amclaren@peoriacounty.org or 309-697-6400.

Respectfully,

A handwritten signature in blue ink that reads "Amy Benecke McLaren". The signature is written in a cursive, flowing style.

Amy Benecke McLaren, P.E.
County Engineer



Call for Projects

FY 2019 Special Transportation Projects

INTRODUCTION

\$92,076 of FY19 PL/FTA funds is being programmed for local jurisdictions to undertake special transportation planning projects in FY19. Jurisdictions may apply for all or part of the \$92,076 but may not request any amount beyond \$92,076. Projects may be phased, but there is no guarantee that additional funding will be made available in future years.

No match is required, although projects which have local, confirmed match will be given higher consideration.

Because of the stipulations of the Federal PL/FTA funding source, projects must be completed by **June 30, 2019**.

ELIGIBLE PROJECTS

Funds must be used for transportation planning projects that meet the requirements of the *FAST Act*, in particular 23 USC 134. (These are the same requirements that PPUATS staff uses under its responsibilities as an MPO.)

Examples of eligible projects include:

- Traffic operation – planning studies
- Corridor plans and feasibility studies,
- Bicycle/pedestrian plans,
- Transit planning, including para-transit,
- Air quality planning,
- Travel demand modeling or GIS,
- Data collection and analysis,
- Safety and security planning,
- Storm water planning as it applies to transportation,
- Congestion management planning,
- Multimodal planning,
- Passenger rail planning,
- Freight planning, including air
- Asset management,
- Transportation system management (environmental mitigation)

This is not a complete list of eligible projects. To determine if your project is eligible, please discuss with staff. Engineering and construction are NOT eligible.

USE OF FUNDS

Staff expects that consultant(s) will be used for the approved projects. TCRPC will hire the consultant using TCRPC procurement procedures in order to ensure that all federal regulations are followed. Funds may be used for travel expenses by the consultant; however, funds may not be used to purchase capital items (e.g., computers).

PROJECT REQUIREMENTS

- Project must be completed by June 30, 2019
- Project must meet one or more goals of the *FAST Act* and/or *Envision HOI: Heart of Illinois 2015 Long Range Transportation Plan* (attached)
- Applicants are encouraged, but not required, to:
 - Include two or more jurisdictions
 - Provide local match

SPECIAL PROJECTS SCHEDULE

Date	Action
July 18, 2018	Staff releases Call for Projects and establishes review subcommittee
August 6, 2018	Project proposals due to staff by 4:30pm
Week of August 6	Subcommittee reviews proposals and makes recommendation to Technical Committee
August 15, 2018	Technical Committee makes recommendation for selected project(s) to Policy Committee
September 5, 2018	Policy Committee approves project(s)

APPLICATION PROCEDURE

Applications must include:

- Sponsoring agency, including address
- Contact person, including phone number and email address
- Project information (3 pages maximum)
 - Project title;
 - Project description with enough detail to determine if the project complies with the requirements of the *FAST Act*, in particular 23 USC 134;
 - Narrative explaining how the project will address one or more goals of the *FAST Act* or *Envision HOI: Heart of Illinois 2015 Long Range Transportation Plan*;
 - Scope of work and budget;
 - Statement that the jurisdiction/agency can undertake a smaller project or that the project can be phased if less funding than applied for is received (if applicable); and
 - Statement that the jurisdiction/agency commits to completing the project by June 30, 2019.

There is not a prescribed application form. Submit application as a .pdf document via email to rharms@tricityrpc.org.

APPLICATION DEADLINE

Applications are due by 4:30 pm on **Monday, August 6, 2018**.

EVALUATION OF PROJECTS

Projects will be evaluated based on the following criteria. **Please note that the scoring criteria are intended as a guide for decision-makers: meant to inform their decisions, but not determine them.**

Criterion	Maximum Points
Consistency with Goals of <i>FAST Act</i> and LRTP	40
Regional Significance	30
Local Match	10
Partnership with Other Jurisdiction(s)	10
Ability of Applicant to Complete Project by June 30, 2019	10
TOTAL POINTS	100

FAST ACT GOALS

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

ENVISION HOI: HEART OF ILLINOIS 2015 LONG RANGE TRANSPORTATION PLAN

GOALS AND STRATEGIES

SAFETY, SECURITY, AND PUBLIC HEALTH

- IMPROVE SAFETY FOR ALL TRANSPORTATION SYSTEM USERS
 - Improve visibility through improved lighting, striping, signage, visibility triangles, and access control.
 - Encourage the development of safety education programs to inform the public of bicycle/pedestrian rules and regulations.
 - Reduce physical obstructions/barriers that impede safe bicycle/pedestrian travel.
 - Increase pedestrian signal crossing time.
 - Where feasible, utilize railroad right-of-way, levees, and parkways for alternative transportation routes to avoid traffic conflict, including adequate grade separation at intersections.
 - Utilizing established evaluation criteria, identify “bicycle friendly” streets that will accommodate on-road bicycle travel.
 - Increase the number of railroad crossing signals.
 - Improve driver training relative to safe practices for approaching and traversing railroad crossings.
 - Continue to prepare applications for Highway Safety Improvement Program (HSIP) funds.
 - Increase enforcement in priority safety areas (e.g. Click it or Ticket).
 - Provide improved public transit stop locations for pedestrian safety and security (e.g. lighting, sheltered benches)
 - Increase enforcement of driver adherence to crosswalk rules in urbanized areas and school zones.
 - Support expanded local Safe Routes to School programs.
- IMPROVE TRANSPORTATION SECURITY FOR ALL USERS OF THE TRANSPORTATION SYSTEM
 - Map regional commodity flows in order to begin tracking the number of hazardous materials and potential exposure to incidents.
 - Coordinate with agencies in charge of emergency vehicle access and evacuation plans.
 - Perform periodic emergency evacuation drills at different agencies including local school districts.
 - Develop and maintain up to date information on the metropolitan planning area’s public and specialized transportation rolling stock capital assets.
 - Develop incident-management plans.
 - Maintain partnerships between both states and among regional enforcement entities and other security stakeholders.

- FACILITATE HEALTHY, ACTIVE LIVING
 - Encourage non-motorized travel
 - Integrate expanded and improved bicycle and pedestrian facilities into new and existing developments

EFFICIENT AND RESILIENT TRANSPORTATION SYSTEM

- REDUCE THE COST OF MAINTENANCE
 - Improve engineering and design standards for road design and construction.
 - Educate municipalities and individuals about the benefits of Road Diets.
 - Encourage non-motorized travel, transit, and carpooling.
 - Explore public-private partnerships to address infrastructure and funding deficiencies.
- INCREASE VEHICLE OCCUPANCY
 - Encourage carpooling.
 - Investigate park and rides and rideshare locations.
 - Increase transit and multi-modal options.
- IMPROVE TRAFFIC FLOW
 - Utilize transportation demand modeling.
 - Consider traffic circles and roundabouts.
 - Synchronize traffic signals along the most congested routes.
 - Implement pertinent action items of the 2012 Congestion Management Plan.
 - Limit cul-de-sacs.
- EFFICIENT SYSTEM MANAGEMENT
 - Use technology and communication strategies to efficiently manage the region's transportation network.
 - Increase investments in ITS to better manage traffic incidents, special events, construction, and logistics.
 - Coordinate utility upgrades with transportation infrastructure upgrades.
 - Increase communication and interactions among jurisdictions and agencies.
- SYSTEM EXPANSION
 - Plan for efficient system expansion as needed to support anticipated travel demand.
 - Address system capacity constraints and operational bottlenecks through system expansion when necessary.
- REDUCE TRANSPORTATION DEMAND
 - Integrate transportation and land use (jobs and housing) to eliminate or shorten average trip distances.
 - Support transit-oriented development.
 - Development models and examples of private-sector opportunities: offset work schedules, telecommute, employer-sponsored vanpooling, etc.
 - Require street and highway investments to consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users.

ACCESSIBILITY AND MULTIMODAL CONNECTIVITY

- IMPROVE PUBLIC TRANSPORTATION EXPERIENCE AND OPTIONS
 - Establish a Regional Transit Authority.
 - Decrease headway times between fixed-route buses on most congested routes.
 - Develop regional 511 communication resource.
 - Improve bus shelters and pads.
 - Improve perceptions of public transportation.
 - Complete a study that analyzes the feasibility of different funding options for expanding mass transit service.
 - Integrate CityLink data into Google Transit.
 - Provide real-time transit data at bus stops and/or on mobile devices.
 - Prioritize the construction and maintenance of sidewalks near high-traffic bus stops
 - Support the development of the Northside Transit Facility
- IMPROVE TRANSPORTATION ACCESS FOR PERSONS WITH DISABILITIES
 - Improve parking enforcement (cars ticketed for parking or idling in bus stops), especially in downtown Peoria.
 - Upgrade the sidewalk network to be ADA compliant.
 - Support training programs for disability sensitivity.
 - Research the feasibility of instituting a “universal rider’s card” for persons with disabilities traveling outside of the region.
 - Create and adopt ordinances for the removal of snow and ice from sidewalks, bus stops, and driveway entrances.
- IMPROVE AND EXPAND PEDESTRIAN AND BICYCLIST ACCOMMODATIONS
 - Develop a Regional Bicycle Plan
 - Complete a continuous trail system of on and off-road facilities in the Tri-County Metropolitan Area and provide for connections to the developing regional trail system.
 - Provide efficient non-motorized access between major traffic generators.
 - Provide a framework to local jurisdictions that encourages the incorporation of bicycle and pedestrian accommodations in new and existing transportation infrastructure and development initiatives.
 - Establish a regional sidewalk inventory, and begin to track existing and new sidewalk miles.
 - Increase the availability of bike racks
 - Require all new subdivisions in the urban area to have sidewalks
- PROVIDE OPTIONS FOR OTHER ALTERNATIVE TRAVEL MODES
 - Introduce rideshare opportunities to the region, such as Uber and Lyft.
 - Increase the presence of car sharing programs like Zimride or Zipcar.
 - Support the establishment of passenger rail connecting Peoria and other jurisdictions and/or research alternative strategies to increase Peoria’s access to passenger rail centers.

- Explore international passenger destinations from the Peoria International Airport.

ENVIRONMENTAL SUSTAINABILITY

- IMPROVE AIR QUALITY
 - Reduce emissions from city, municipal, and state operated vehicles.
 - Reduce emissions from sanitation vehicles (garbage trucks and sanitary sewer fleet) using ultra-low sulfur diesel (ULSD) fuels.
 - Reduce emissions from non-road vehicles such as construction equipment by upgrading to ultra-low sulfur diesel (ULSD) vehicles.
 - Create an inventory of municipal owned fleets and construction equipment to track progress.
 - Encourage improved engine efficiency in rolling stock, airplanes, and water freight vehicles.
- UTILIZE GREEN INFRASTRUCTURE FOR FUTURE PROJECTS
 - Identify green infrastructure improvement opportunities in existing transportation project plans.
 - Integrate new storm water management technologies into the construction of all new roadways.
 - Utilize green infrastructure watershed best management practices such as vegetated bioswales and wetland retention basins to filter and absorb stormwater from the roadway system.
- PRESERVE EXISTING GREEN INFRASTRUCTURE
 - Avoid future impacts of new roadway construction on environmental corridors.
 - Encourage local jurisdictions to adopt environmental protection ordinances such as the model ravine overlay protection or the stream buffer ordinance.
 - Address agricultural preservation.
- REDUCE ENERGY CONSUMPTION CAUSED BY THE TRANSPORTATION SYSTEM
 - Collect data on existing efforts to incorporate low energy lighting into projects and include this data in the next LRTP.
 - Encourage CityLink to acquire hybrid buses.
 - Encourage the installation of International Dark Sky Association compliant light features in new roadway projects.
 - Reduce idling through projects such as traffic signal synchronization and creating idling policies for loading zones, school zones, etc.
 - Use recycled materials in road construction.
- CONTRIBUTE TO AND SUPPORT THE PROTECTION OF THE ILLINOIS RIVER
 - Minimize land disturbance during construction, particularly on steep slopes.
 - Reduce the water quality impacts of herbicide and other chemical agents used for road maintenance.
 - Aim for zero run-off from road projects by utilizing best management practices (BMP's).

- REDUCE LIGHT AND NOISE POLLUTION FROM TRANSPORTATION INFRASTRUCTURE
 - Encourage communities to undergo planning to address light pollution.
 - Use full cut-off lighting.
 - Use timers or occupancy sensors to reduce the need to light parking lots in low to no-traffic hours.
 - Construct noise barriers where appropriate to prevent noise pollution in neighborhoods.
- REDUCE VEHICLE MILES TRAVLED
 - Support and promote public transportation.
 - Introduce ridesharing and/or carpooling programs.
 - Build mixed-use, compact development.

ECONOMIC VITALITY

- SUPPORT AND IMPROVE FREIGHT MOVEMENT
 - Research and develop a freight rail existing conditions report.
 - Study conflicts between passenger and freight transportation.
 - Maintain or improve the current farm-to-market road system and ensure they are not being degraded at a faster than normal pace.
 - Support funding for the design and construction of a public marine terminal in Mapleton.
 - Support expansion and updates to the Peoria lock and dam system.
 - Explore implementing a regional rail authority.
 - Establish a multi-modal freight facility.
- REDUCE HOUSEHOLD TRANSPORTATION COSTS
 - Favor policies and projects that encourage greater fuel efficiency.
 - Support projects that improve commute options for disadvantaged workers.
 - Provide transportation mode choices including public transit, bicycling, walking, and