

STATE OF THE REGION

Long Range Transportation Plan Goals



L RTP 2045 Goal

The Greater Peoria Area will have a safe, balanced, regional, and multi-modal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations.

Public Health

Promote active, healthy living in our region by striving for safety, security, and accessibility in our transportation system.

Mobility & Connectivity

Enable people, goods, and information to travel efficiently throughout, to, and from our region.

Economy

Maintain a transportation system that builds prosperity throughout our region.

Freight

Provide strategic direction for freight movements to, from, and within our region's transportation system

Environment

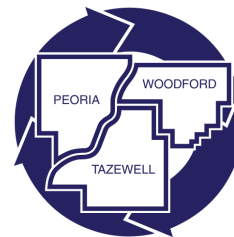
Support the preservation of natural resources, build environmental resiliency, and improve quality of life through our transportation decisions.

WHAT IS A SWOT ANALYSIS?



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Public Health



PUBLIC SAFETY

- From 2008-2018, the number of crashes resulting in injury and the number of fatal crashes in Greater Peoria have fluctuated. Between 2014 and 2018 there has been a 6.1% decrease in fatal crashes, but a 9.2% increase in crashes resulting in injuries.
- Nationally fatal crashes have increased since the pandemic; locally, the numbers have fluctuated by county and year.

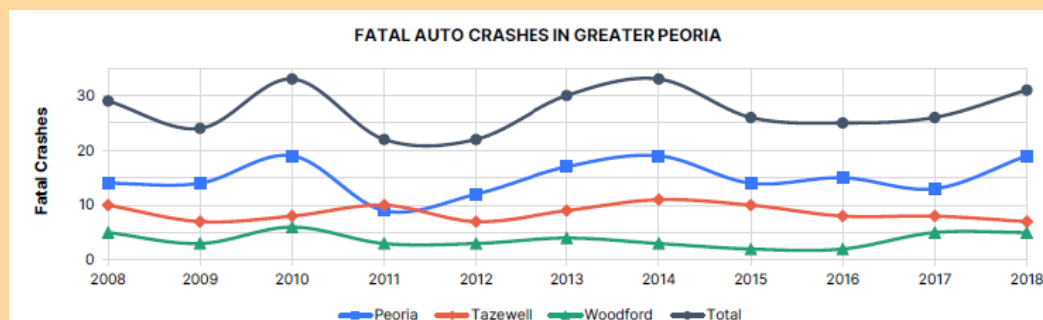


Figure PH-4 Fatal Auto Crashes in Greater Peoria (IDOT, 2019)

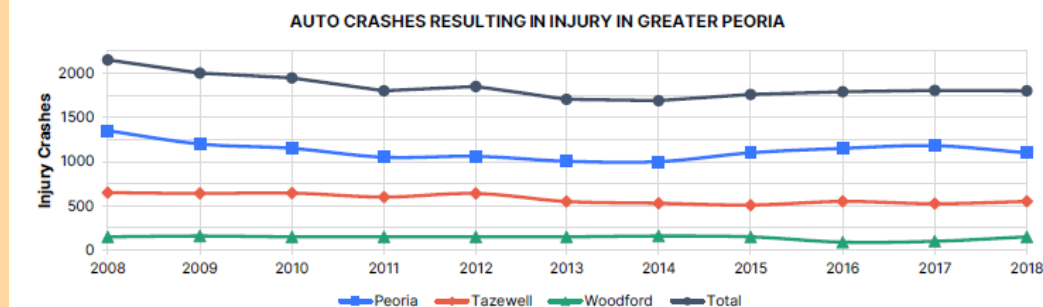
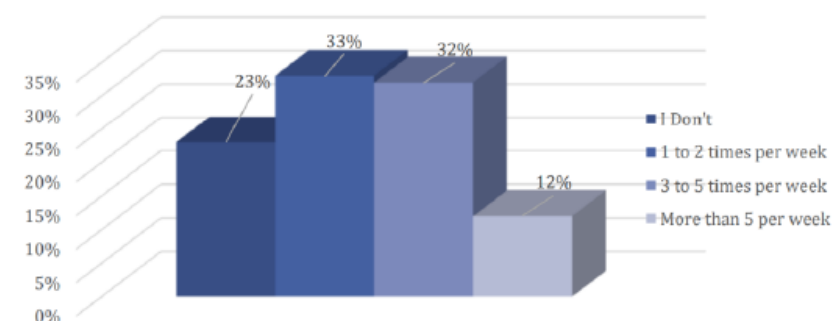


Figure PH-5 Auto Crashes Resulting in Injury in Greater Peoria (IDOT, 2019)

PHYSICAL ACTIVITY AND OBESITY

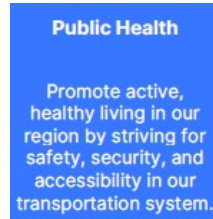
- The region has over 60 miles of existing bicycle trails, with several additional trails planned throughout the region.
- The regional sidewalk network is inconsistent in providing safe walking opportunities.
- Overweight and obesity rates in the tri-county region are, on average, 65.9%.
- 7% of people who say they do not exercise in the Tri-County area said that lack of accessibility prevented them from doing so: facilities to exercise as well as safe streets to walk along, bike through, and generally be active in.
- Nearly 85% of workers across the Tri-County area drove alone to work, and almost 8% carpoolled.

How Many Days Did You Exercise in the Last Week - Tri-County 2019



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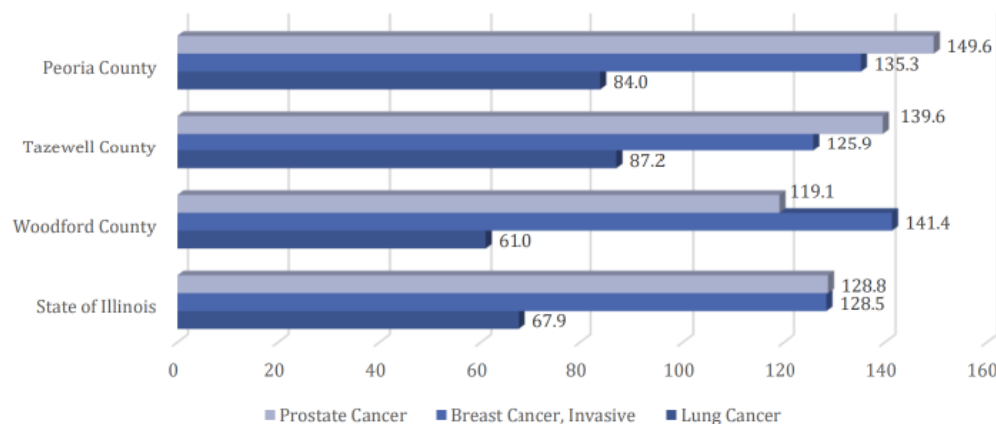
Public Health



AIR QUALITY

- Cases of asthma decreased in Peoria and increased in both Tazewell and Woodford counties between 2007-2009 and 2010-2014. Statewide asthma averages increased.
- Cancer, along with heart disease, is the leading cause of mortality in the tri-county region, and lung cancer is one of the top three types of cancer. Peoria County's rates for lung cancer were higher between 2009 and 2013 than those of the State of Illinois. Lung cancer rates in Tazewell were the highest of the three counties. Air pollution is just one of many factors that could be contributing to these high rates.

Top 3 Cancer Incidence (per 100,000)
Tri-County
2009-2013

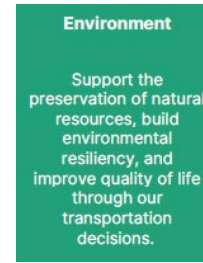


ACCESSIBILITY

- Many transit and paratransit rides in the region either involve bringing passengers to and from health appointments or to buy food.
- CityLink is tri-county's regular bus service, and the following paratransit organizations provide rides for the public in this region: CityLift, within the Peoria city limits; CountyLink, within Peoria County limits; and WeCare, in rural parts of Tazewell and Woodford counties. Ramps and lifts available for those with mobility devices.
- Municipalities across all three counties, urban and rural, have felt the sting of losing essential grocery access: Two Kroger stores closed in 2018 in Peoria; Delavan's only grocery store burned down in Tazewell County in 2014; and in Woodford County, Minonk's grocery store closed in 2019.
- The closing of these grocery stores forces residents to travel further for food access; This results in higher vehicle miles traveled by car, or a need for residents to take longer, more out-of-the-way bus trips.
- Many sidewalks are inaccessible to people with disabilities. Some are too narrow, some are blocked by light poles, and some have a severe slant towards the street.
- Many bus stops in the region are not accessible, particularly to individuals with disabilities.
- 12.4% of the Tri-County population is living below the poverty level, and 8% of the population in poverty lives in Peoria.
- 11.5% of all Tri-County residents have some type of disability.

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Environment



AIR QUALITY

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- In 2018, the Peoria region had "Good" air quality 69.9% of the time, "Moderate" 29.3% of the time, and "Unhealthy for Sensitive Groups" 0.8% of the time.
- The Peoria area is not currently a "nonattainment area" for any transportation-related pollutants.

EROSION AND RUNOFF

- Two other major issues that the tri-county area has experienced are erosion of steep slopes and runoff from non-permeable surfaces. Erosion is further augmented by human impact. Roadways add to the total amount of impervious surfaces in the region. Stormwater runoff, or rainwater that flows from roadways instead of permeating into the soil, must be managed in an environmentally sensitive manner so that it does not pick up soil and pollutants that flow into streams and the Illinois River.
- Green stormwater infrastructure can aid with erosion and runoff, and in fact, soil erosion control efforts on uplands in the past three decades have been successful in the tri-county region.

SEDIMENTATION AND DREDGING

- Peoria Lakes sediment can potentially be dredged and blended with other waste products. Custom-engineered drainage soil could be used in highway construction, stormwater management, and potentially other applications in Peoria or barged to Chicago or St. Louis.
- The Peoria Lakes have lost 77 percent of their 1900-level volume due to sedimentation, half of which originates from local sources. Sections of the Illinois River that were eight feet deep 80 years ago are now just 18 inches deep.
- Barges need a depth of eight to nine feet to navigate. Currently, only a narrow channel is kept open at the nine-foot depth. When two barges going in opposite directions must pass, one barge must pull over, which can only happen in certain locations.
- Land use around the Peoria Lakes has significantly changed over time. These changes have caused the local watershed to contribute to the sediment load within the Lakes and have contributed to the decline in habitat and water quality.

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Support the preservation of natural resources, build environmental resiliency, and improve quality of life through our transportation decisions.



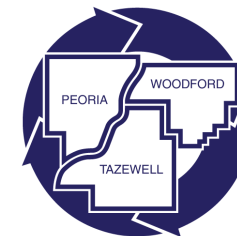
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Mobility & Connectivity

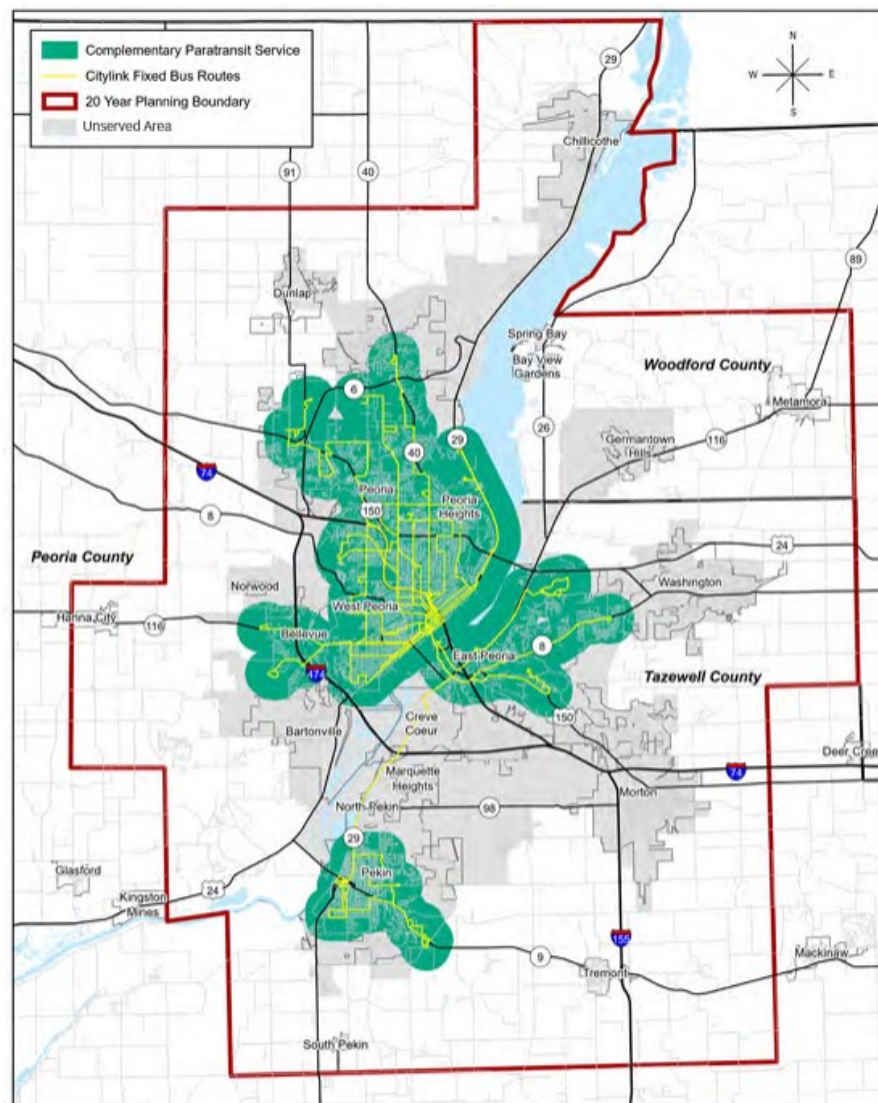
Mobility & Connectivity

Enable people, goods, and information to travel efficiently throughout, to, and from our region.



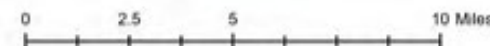
BICYCLE AND PEDESTRIAN

- The region has over 60 miles of existing bicycle trails, with several additional trails.
- The regional sidewalk network is disconnected. Many sidewalks are inaccessible to people with disabilities. This also limits access to transit stops.



PUBLIC TRANSPORTATION

- Overall, CityLink runs from 5:15 a.m. to 12:30 a.m., but routes differ in their exact service hours and days.
- Based on pre-COVID ridership numbers (and old routes), the top five performing routes were: Route 1: University; Route 4: Knoxville; Route 5: Main St.; Route 12: Heights; and Route 16: Northwest Express.
- GPMTD contracts with a third-party provider to operate demand-response paratransit service for individuals who are unable to use the fixed route system due to a disability. This CityLift service uses accessible vehicles to provide service to individuals who live within three-quarters of a mile from the fixed-route bus lines.
- The metropolitan planning area that lies outside the urbanized area is eligible for rural public transportation. Service to this area is provided by CountyLink (rural Peoria County) and WeCare (rural Tazewell and Woodford Counties).
- Like many other US transit systems, CityLink ridership has declined somewhat over the last 10 years. The pandemic caused ridership to drop to 76% of 2019 numbers in 2020 and 63% in 2021: a significant drop, but less than most major transit systems in the US.
- Rural ridership numbers (CountyLink and WeCare) were rising before the pandemic.



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Mobility & Connectivity

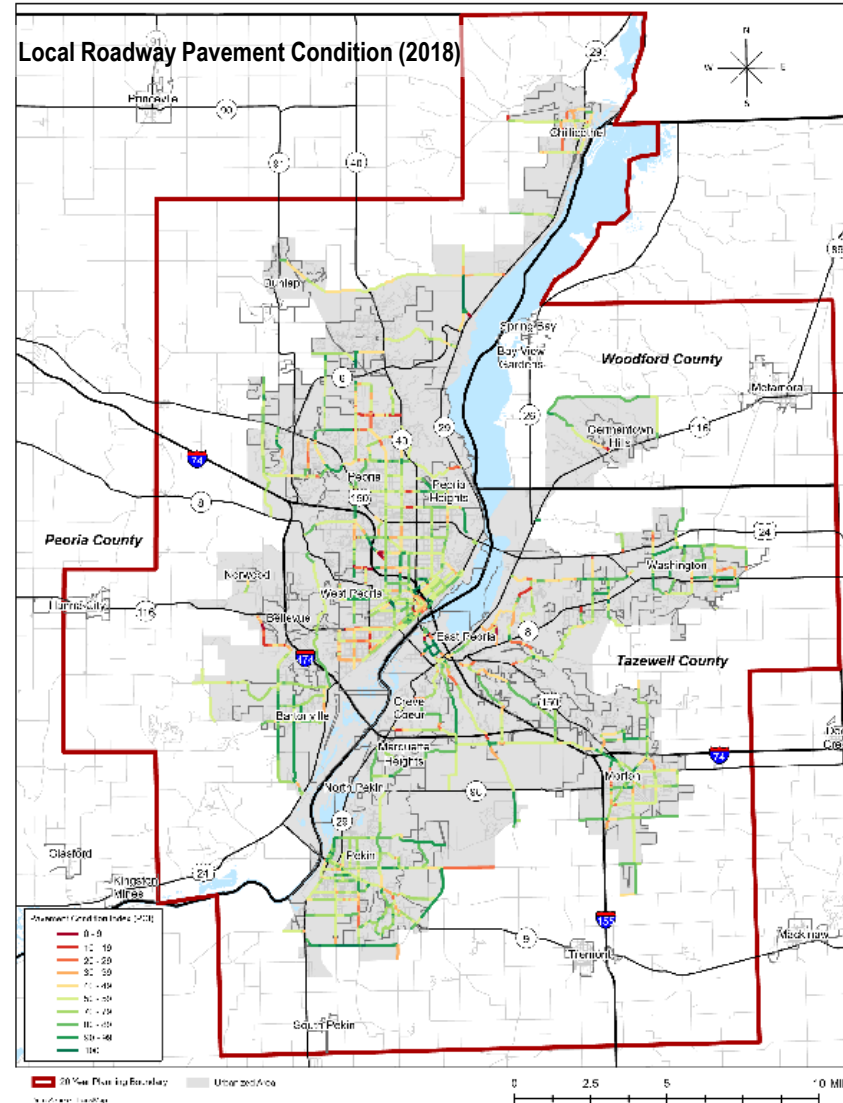
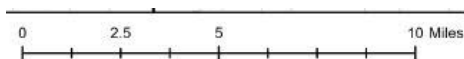
Mobility & Connectivity

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INTERCITY PASSENGER TRANSPORTATION

- Greater Peoria Area has access to four different intercity bus lines: Peoria Charter Coach, Burlington Trailways, Greyhound Lines, and an Amtrak Thruway Bus Service.
- Peoria stands as the largest metropolitan area in the state without passenger rail service; efforts are underway now to study new service.
- Three airports are located within the region: Peoria International (PIA), Mt. Hawley, and Pekin airports.
- PIA has a 10,104-foot fully instrumented primary runway and an 8,004-foot secondary runway (Airport Technology, 2014). These runways are the largest in Illinois outside of O'Hare International Airport in Chicago.
- The airport is serviced by four passenger airlines.
- With 341,064 boardings before the pandemic, traffic is comparable to Green Bay, Moline, and Rapid City.



ROADWAY NETWORK

- Pavement condition indices (PCI) are shown for local roads. A PCI score encompasses pavement components that reflect its structural integrity, environmental damage, and other associated performance factors (e.g., safety). 100 (green) represents a pavement in excellent condition.
- Condition Rating Survey (CRS) data are shown for IDOT roads. IDOT uses the CRS method to evaluate pavement condition. It is based on pavement distress, such as International Roughness Index (IRI), rutting, cracking, and deterioration. Ratings 7.6 and higher are classified as “excellent” condition.
- The Tri-County region still reports bridges in poor condition at a higher proportion than Illinois as a whole, with Peoria County bridges being noticeably worse off.
- Our region has been largely unaffected by systemic congestion issues faced by many other regions.

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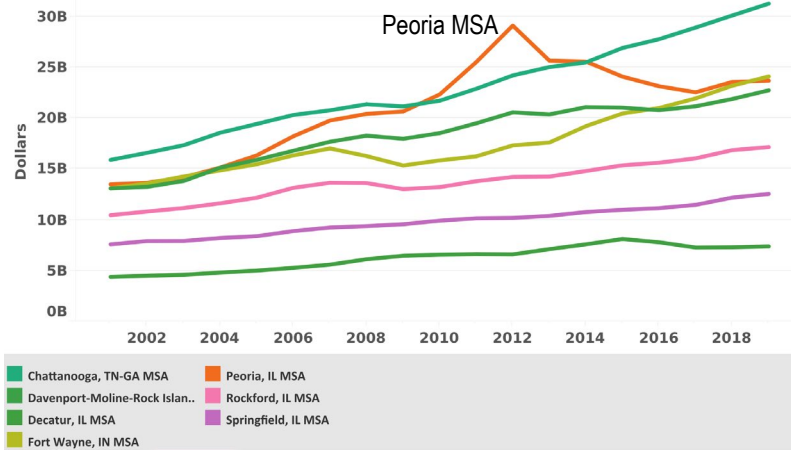
Economy

Economy

Maintain a transportation system that builds prosperity throughout our region.



GDP Comparison | All industry total

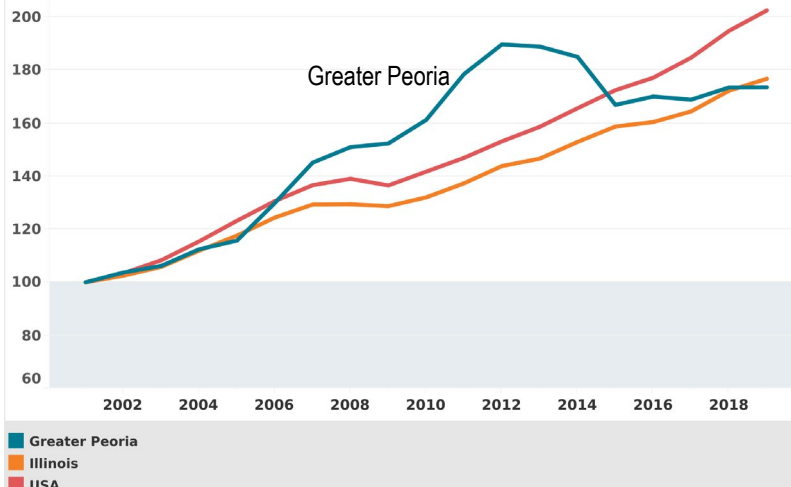


PEORIA MSA Employed

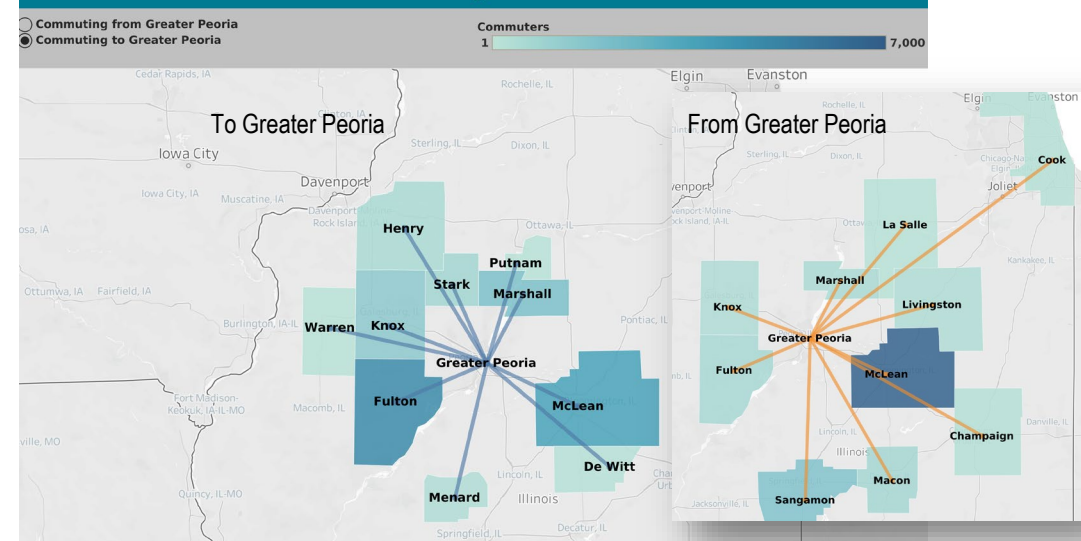


Industry	February 2022	February 2021	% Change
Education and Health Services	31,500	31,400	0.3
Manufacturing	22,000	20,700	6.3
Professional and Business Services	21,800	21,500	1.4
Government	19,200	19,100	0.5
Retail Trade	17,400	17,500	-0.6
Leisure and Hospitality	15,500	13,400	15.7
Other Services	7,500	7,300	2.7
Mining and Construction	7,100	6,900	2.9
Financial Activities	6,700	6,900	-2.9
Transportation, Warehousing, and Utilities	6,400	6,300	1.6
Wholesale Trade	6,100	5,800	5.2
Information	1,600	1,600	0
Total Nonfarm	162,800	158,400	2.8

GDP Index: All industry total



Commuting Patterns



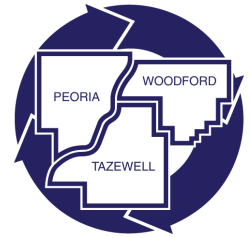
Educational Attainment	2013-2017
Less than 9th grade	2.7%
9th to 12th grade, no diploma	6.6%
High school graduate (includes equivalency)	28.5%
Some college, no degree	23.0%
Associate's degree	10.1%
Bachelor's degree	18.8%
Graduate or professional degree	10.3%
Percent high school graduate or higher	90.8%
Percent bachelor's degree or higher	29.1%

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Freight

Freight

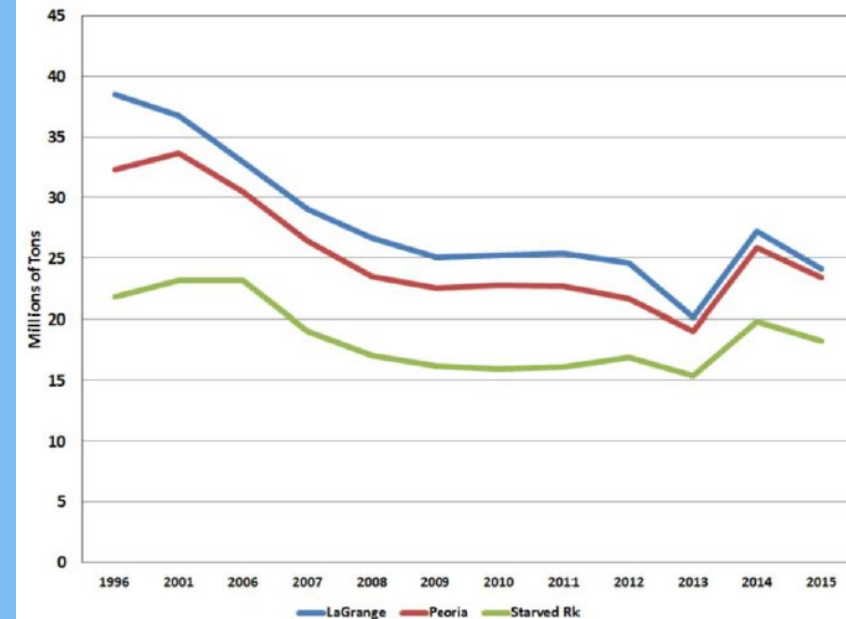
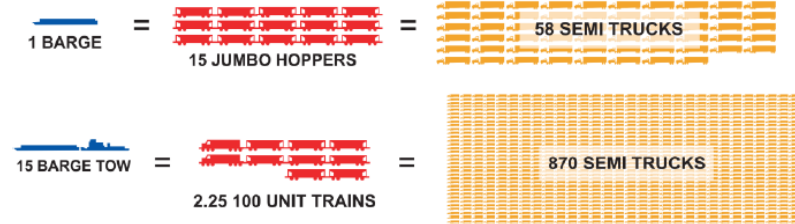
Provide strategic direction for freight movements to, from, and within our region's transportation system



RIVER TRANSPORTATION

- Peoria and the surrounding communities' location on the Illinois River offers excellent opportunities to ship commodities by barge north to the Chicago markets, south to the Gulf of Mexico, and beyond to global markets.
- All barge freight has three things in common: They are high in bulk, low in value compared to their weight, and are not time sensitive.
- Large quantities of cargo can be moved by barge for one-third the cost of rail and one-fifth the cost of truck. Cargo that is too big or too heavy to be transported over the highways or by rail can be efficiently moved by water.
- Farm products (corn and soybeans) dominate traffic on the system.
- Grain from Central Illinois is shipped downriver to New Orleans, and from there to international markets.
- In the spring, large quantities of fertilizer are shipped into, out of, and through the tri-county region are transported by barge and trucks to meet the demands of Central Illinois farmers.
- One of the commodities shipped from Peoria area quarries to the Chicago area by barge is sand, which is critical to Chicago's construction markets.
- In return, stone aggregate from quarry sources in the Chicago area is shipped South to meet regional concrete supplier needs here.
- In 2015, 23.4 million tons of commodities passed through the Peoria Lock and Dam. Tonnage shipped through Peoria has decreased steadily since the mid-1990s, except for an uptick in 2014, matching regional trends.
- Between Lake Michigan to the north and the Mississippi River to the south, there are eight locks and dams: One of them, the Peoria Lock and Dam, is in the tri-county area.
- The system's 600-foot locks do not accommodate today's modern tows without the need to split and pass through the lock in two operations: This procedure triples lockage times.
- Due to deferred maintenance on the locks and dams, delays have increased, and shippers are looking for alternate freight modes

Equivalent Units

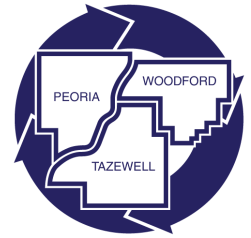


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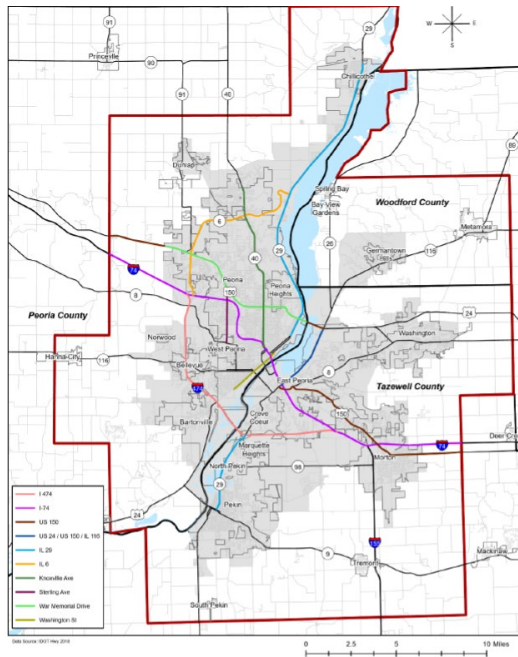
Freight

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Provide strategic direction for freight movements to, from, and within our region's transportation system



DESIGNATED TRUCK ROUTES IN THE TRI-COUNTY AREA



FREIGHT RAIL

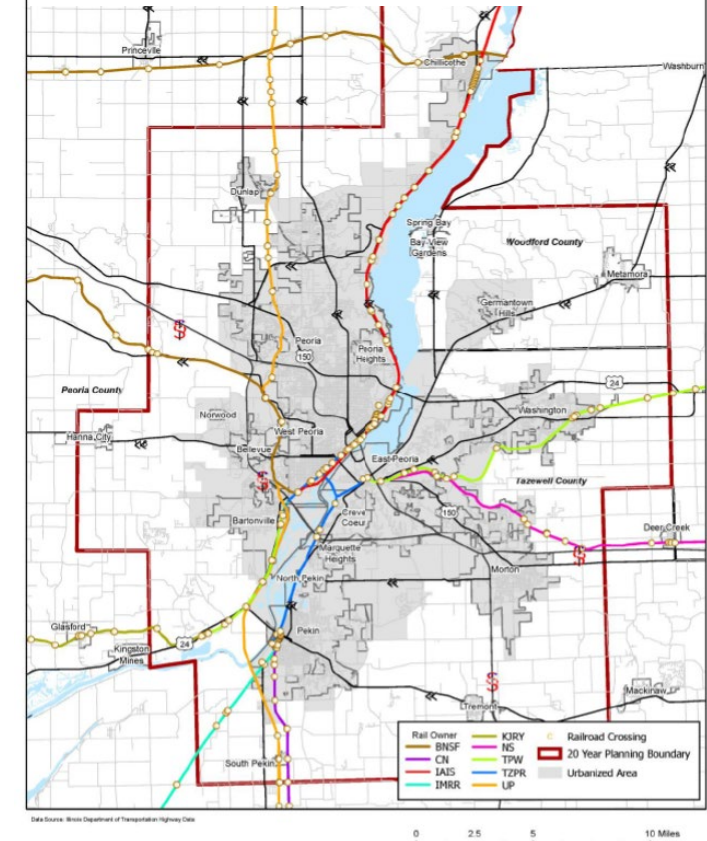
- Freight shipments via rail make up 37% of the total tonnage of freight shipped statewide.
- Illinois' expansive rail freight network, its 16,500-mile highway system, and 300 port terminals, together with over 200 intermodal freight transfer facilities between these modes, provide the State's businesses and industries with cost and transportation-efficient means to utilize the most effective and competitive combination of modes to meet their needs.
- Despite the positive aspect of having multi-modal options, the maintenance of the infrastructure is an issue.
- It is estimated that freight rail traffic will grow, which will require substantial rail updates and repairs.
- Most locally produced ethanol is shipped by rail tanker cars to meet market demand throughout the United States and internationally.

AIR CARGO

- Air transportation is focused on moving lightweight, high-value goods and time-sensitive materials.
- Demand for air cargo is typically cost-based: Air cargo can cost five times more than road-transported cargo, and up to 16 times more than sea-transported cargo.
- Air cargo can be shipped via cargo-only carriers, charter operators, or combination carriers transporting cargo and passengers together.
- Regionally, Peoria International Airport is an air cargo hub. PIA serves UPS and DHL, and the airport is a US Customs Port of Entry for air cargo

PIA Landed Weight (million lbs)	
2019	127.6
2020	129.4
% Change	1.4%

RAILROAD CROSSINGS AND ROUTES IN THE TRI-COUNTY AREA



Abbreviation	Full Name	Class/Type
BNSF	Burlington-Northern Santa Fe	Class I/Continental
CN	Canadian Northern	Class I/Continental
IAIS	Iowa Interstate Railroad	Class II/Regional
IMRR	Illinois & Midland Railroad	Class III/Shortline
KJRY	Keokuk Junction Railway Company	Class III/Shortline
NS	Norfolk Southern	Class I/Continental
TPW	Toledo, Peoria, & Western Railway	Class III/Shortline
TZPR	Tazewell & Peoria Railroad	Class III/Shortline
UP	Union Pacific	Class I/Continental