

## AGENDA

### Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

#### Technical Committee

Wednesday, August 16, 2017 at 9:00 am  
Peoria City Hall, City Council Chambers  
419 Fulton St, Room 400  
Peoria, IL 61602

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1. Call to Order
  2. Roll Call
  3. Public Comment
  4. Approval of Minutes – July 19, 2017 Meeting (Joint Meeting)
  5. Presentation of July Financial Report and Performance Report
  6. Recommend to Policy Committee FY 2018 Special Transportation Planning Projects - *Memo*
  7. Discussion of IDOT Safety Performance Measure Targets – *Attachment*
  8. Updates
    - a. FY17 Special Projects
    - b. IDOT Local Roads
  9. Other
    - a. Next meeting scheduled for September 20, 2017
  10. Adjournment

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## MINUTES

### Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Technical Committee & Policy Committee – Joint Meeting

Wednesday, July 19, 2017 at 9:00 am  
 201 Clock Tower Dr, Fondulac Room  
 East Peoria, IL 61611

#### 1. Call to Order

Chairman Smith called the meeting to order at 9:00 am

Chairman Smith asked for a motion for James Dillon to act as Chairman of Policy for Stephen Morris.

O'Neill moved to have James Dillon as Chairman of Policy and Sinn seconded. Motion carried.

#### 2. Roll Call

#### Policy Committee

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

Staff: Reema Abi-Akar, Hannah Martin, Ray Lees, Ryan Harms, and Eric Miller.

### Technical Committee

<b>Amy Benecke-McLaren,</b> Peoria County	x		<b>Ed Andrews,</b> City of Washington	x	
<b>Jeff Gilles,</b> Larry Satterwhite, ALT Peoria County	x		<b>Jon Oliphant,</b> City of Washington*		x
, Peoria County*			<b>Patrick Meyer,</b> Village of Bartonville	x	
<b>Craig Fink,</b> Tazewell County	x		<b>Terissa Worsfold,</b> IDOT		x
<b>Dan Parr,</b> Tazewell County	x		<b>Jim Miller*</b> IDOT	x	
<b>Lindell Loy,</b> Woodford County	x		<b>Henry Strube Jr.,</b> Village of West Peoria		x
<b>Bill Lewis,</b> City of Peoria	x		<b>Alicia Hermann,</b> Village of West Peoria*		x
<b>Nick Stoffer,</b> City of Peoria	x		<b>Craig Loudermilk,</b> Village of Morton	x	
<b>Stephen Letsky</b> City of Peoria	x		<b>Frank Sturm,</b> Village of Morton*		x
<b>Jane Gerdes*</b> City of Peoria		x	<b>Kenneth Coulter,</b> City of Chillicothe	x	
<b>Michael Guerra,</b> City of Pekin	x		<b>Courtney Allyn,</b> Village of Creve Coeur		x
<b>Katy Shackelford</b> City of Pekin*	x		<b>Doug Roelfs,</b> CityLink	x	
<b>Rick Semonski,</b> City of East Peoria		x	<b>Joe Alexander*,</b> CityLink	x	
<b>Ty Livingston,</b> City of East Peoria*	x		<b>Gene Olson,</b> MAAP		x
<b>Kyle Smith,</b> Peoria Heights	x		<b>Eric Miller,</b> TCRPC	x	
<b>Matt Fick*,</b> Peoria Heights	x		<b>Rich Becklin</b> Village of Germantown Hills	x	

3. Public Comment- none

4. **Technical** Approval of Minutes – June 21, 2017 Meeting

Fink moved to approve the June 21, 2017 Technical minutes and Myers seconded. Motion carried.

5. **Policy** Approval of Minutes – June 7, 2017 Meeting

O'Neill moved to approve the June 7, 2017 Policy minutes and McBride seconded. Motion carried.

6. Presentation of June Financial Report and Performance Report – *Memo*

Harms explained that the total budget for FY17 is \$966,030 which includes the FY17 budget if \$783,013 plus carryover of \$183,015. As of the end of June 2017, PPUATS has expended approximately 74% of its total budget.

7. **Policy** Approval of FY 21/22 STU Projects – *Memo*

O'Neill moved to approve the FY21/22 Projects and McBride seconded. Motion carried.

- Harms explained the process that the MPO is to program federal Surface Transportation Urban (STU) funds allocated on an annual basis to the urbanized area through the Illinois Department of Transportation. Approximately \$5.4M will be programmed for the two fiscal years. PPUATS Policy established a Pilot Program set aside 20% of the STU funds for resurfacing projects.
- The STU Review Subcommittee and Technical Committee recommended funding of the following Traditional STU projects:
  - Camp Street/Riverside Drive - \$1,338,000
  - Courtland Street - \$1,688,000
  - Willow Knolls Road/Allen Road - \$1,274,000
- The STU Review Subcommittee and Technical Committee recommended funding of the following Resurfacing Set-Aside projects:
  - Parkway Drive - \$215,500
  - Allen Road - \$442,250
  - Broadway Street - \$442,250
- Sinn asked, if a community could receive STU funds from both the Traditional STU program and the Resurfacing Set-Aside.
  - Harms said that by the established rules, no one community can receive funds from both pots in the same round. Moreover, communities receiving Resurfacing funds are not eligible for them in the next round, should the pilot program be continued in FYs 2023-24.

- Public Hearing for FY 2018-2021 Transportation Improvement Program (TIP)  
Cullota moved to open the Public Hearing for FY 2018-2021 Transportation Program (TIP) and Alexander seconded. Motion carried.
  - Harms explained the TIP process and projects. It has been on public review for a month. This is the last Public Hearing.
  - Martin explained the FTA section of the 5310 grant projects assed to the TIP.
 Eder moved to close the 3<sup>rd</sup> and final Public Hearing and O'Neill seconded. Motion carried.
- Technical** Recommend to Policy Committee FY 2018-2021 TIP  
Livingston moved to recommend to Policy the FY 2018-2021 TIP and Fink seconded. Motion carried.
- Policy** Approval of FY 2018-2021 TIP  
Culotta moved to approve the Fy2018-2021 TIP and Jim Miller seconded. Motion carried.
- Technical** Recommend to Policy Committee National Highway System Updates – *Attachment*  
Loudermilk moved to recommend to Policy the National Highway System Updates and Guerra seconded. Motion carried.  
Harms explained the National Highway System changes. He mentioned that Ms. Worsfold asked to table at last meeting to make changes and corrections.
  - Andrews expressed his concerns of reassurance of classification is not present.
- Policy** Approval of National Highway System Updates

Sinn moved to approve the National Highway System Updates and Hinrichsen seconded. Motion carried.

13. **Technical** Recommend to Policy Committee Public Participation Plan Update

Alexander moved to recommend to Policy the Public Participation Plan Update and Stoffer seconded. Motion carried.

Harms explained this is a federally-required document establishing staff's communication to the public. It has been out for review for 45 days. Coulter said that the Village of Chillicothe is not listed in one table in the plan. Hinrichsen asked to have Village of Germantown Hills listed also. Harms said that both errors will be fixed.

14. **Policy** Approval of Public Participation Plan Update

McBride moved to approve the Public Participation Plan Updates and Urich seconded. Motion carried.

15. Updates

a. FTA 5310 Transit Funds

Martin explained the process of a call for projects for FTA Section 5310 grant funds on June 6, 2017. The total available federal funds is \$155,000. The projects submitted for this grant aim to improve mobility for seniors and persons with disabilities by removing barriers to transportation services and expanding the available transportation mobility options.

b. FY17 Special Projects

Harms updated on the following: East Peoria 4 Corners, Livingston said it working with the City Council to adopt Tazewell non-motorized wayfinding Open House at East Peoria City Hall; Greater Peoria Multi-Modal- Trioga has finished stage 2 to finalize in region.

c. IDOT Local Roads

Sassine updated on City of Peoria- Northmoor sections; Old Galena roads: Allentown Road and Dixon Phase 1 is completed; and Old Creek Rd in Edwards.

16. Other

a. Next Policy meeting scheduled for August 2, 2017-ok

b. Next Technical meeting scheduled for August 16, 2017-ok

17. Adjournment

McBride moved to adjourn at 9:45 am and Meyer seconded. Motion carried.

Respectively submitted by:

Eric W. Miller

Executive Director

Recorded and transcribed by: Debbie Ulrich



## MEMORANDUM

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**TO:** PPUATS Technical Committee  
**FROM:** Staff  
**SUBJECT:** FY 2018 Special Transportation Planning Projects  
**DATE:** August 16, 2017

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### **Action needed by Technical Committee:**

Recommend to Policy Committee approval of Special Transportation Planning Projects:

- Chillicothe 4th Street Corridor Revitalization Study (\$20,000)
- East Peoria Sidewalk Plan (\$27,000)
- East Peoria & Washington Comprehensive Plans, Transportation Aspects (\$30,000)

Total Project Cost = \$77,000

### **Background:**

PPUATS Policy set aside \$90,000 of FY18 PL/FTA funds for local jurisdictions to undertake special transportation planning projects. Jurisdictions may apply for all or part of the \$90,000. 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, 2018.

Staff released a call for projects to all jurisdictions in the urbanized area on May 17, 2017. The call was open from that date until June 16, 2017. Staff received three requests, totaling \$77,000. Staff did not organize a subcommittee to review and prioritize applications because they received fewer dollars in requests than dollars available. However, staff reviewed applications for grant eligibility and cost reasonableness. Requests are summarized below.

The **City of Chillicothe** requests \$20,000 to hire a consultant to assist with conducting a study of the 4th Street Corridor, also known as the Illinois Route 29 Corridor. The Route 29 corridor through the City is a mix of residential and commercial uses, with increased commercial development over the past 40 years. The goal of the study is to implement recommendations to enhance the aesthetic value and appeal of the corridor, making it more attractive to travelers through the community and for commercial development. The study would address the existing and proposed land uses, streetscape, zoning and or code modifications if necessary, and any other items that would aid in efforts to make this area more attractive and inviting.

The **City of East Peoria** requests \$27,000 to complete a Sidewalk Inventory and Plan. At present, the City of East Peoria lacks a comprehensive inventory of its sidewalks. This project will inventory all sidewalks within the City of East Peoria. The plan is to conduct this inventory, utilizing interns, on a neighborhood-by-neighborhood basis. More heavily-travelled roadways – down to collectors – 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. This project does not include fabrication, installation, or construction administration. The total project budget is \$30,000 with the City to offer a \$3,000 match. In turn, the request is for \$27,000.

The **Cities of East Peoria and Washington** request \$30,000 to complete the transportation components of comprehensive plans for both communities, as part of a joint planning process. Both communities have experienced considerable growth since their current comprehensive plans were adopted in 2005 and 2001, respectively. The comprehensive plan is the backbone in guiding future growth, policy decisions, and to utilize in the pursuit of grant funding. The Special-Projects-funded portions of the plan would address motorized and non-motorized route analyses, recommendations for green infrastructure in road rights-of-way (bioswales, stormwater retention), transit considerations, and recommendations for management of light and noise pollution resulting from the transportation system.

**Attachments:**

- Proposals received:
  - Chillicothe
  - East Peoria (Sidewalk Plan)
  - East Peoria and Washington (Comprehensive Plan transportation components)
- Call for Projects Instructions



# 4th Street Corridor Revitalization City of Chillicothe

The Gateway into Our Community

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## Project Description and Narrative

The City of Chillicothe is requesting \$20,000 in FY 2018 Special Projects Funding to hire a consultant to assist with conducting a study of the Illinois Route 29 Corridor

The City of Chillicothe, with over 6,000 residents, is situated along the Illinois River in northern Peoria County and is bisected in a north/south direction by Illinois Route 29. Route 29 is a major link between the City of Peoria and northern parts of the State with many travelers using Route 29 to make their way to and from Chicago. Currently an estimated 12,000 to 14,000 vehicles per day travel through Chillicothe on Route 29 within the proposed study area.

The Route 29 corridor through the City is a mix of residential and commercial uses, with increased commercial development over the past 40 years. The state route – also known as Fourth Street in the City - consists of two northbound and two southbound lanes with a turn lane through approximately two-thirds of the City. Three traffic control lights are along the route. The State of Illinois has plans to upgrade the narrower portion of Route 29 (north of Truitt Avenue to the city limits) and the City continues to apply for federal funds to replace an existing railroad viaduct at the north edge of Chillicothe. The limit of the Corridor Revitalization Study for Route 29 would generally extend from the southern City limit at the south end of 3 Sisters Park to just north of Moffitt Street. The total length between these limits is approximately 3 miles but most of the work for the study will concentrate on the section of Route 29 from McGrath Road to Truitt Avenue.

In early 2016, a Fourth Street Improvement Committee (FSIC) was formed consisting of a mix of property owners on Fourth Street, community leaders and interested citizens. The FSIC was tasked with making recommendations that would improve the appearance of the Route 29/Fourth Street corridor to area residents and to those passing through the community. The Committee came up with a number of ideas (see Attachment 1) but ultimately recommended a professional assessment of what improvements would be of greatest value.

Included in the discussion was the idea of considering improvements east on Walnut Street leading to Chillicothe's historic downtown and an additional two blocks to the Illinois River. The old downtown has seen a bit of a revival in the past three years and an additional two blocks of Walnut Street lead to a river park and landing which also could be looked at for enhancements that would build on the current development activities. This could include pedestrian routes, recreation development, park enhancements and street beautification.

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Given that recommendation, the City of Chillicothe is seeking funds to hire a consultant to study the area and develop a plan for improvements/enhancements of the Rt. 29/Fourth Street/Walnut Street corridor. For the City, the goal would be to implement the recommendations to enhance the aesthetic value and appeal of the corridor, making it more attractive to travelers through the community and for commercial development. The study would address the existing and proposed land uses, streetscape, zoning and or code modifications if necessary, and any other items that would aid in efforts to make this area more attractive and inviting.

Timing is important in this effort, given future plans for improving the narrow portion of Route 29 north of Truitt Avenue and the proposed replacement of the century-old viaduct. Also, the City of Chillicothe is experiencing a large increase in the numbers of visitors as a result of outdoor music festivals at 3 Sisters Park, a 400-acre park that host Summer Camp each year. This annual music festival has drawn nearly 20,000 visitors the last few years. The number of events at 3 Sisters Park continues to grow and the proposed study will determine how to line this area with the urbanized length of the Route 29 corridor.

The proposed study would review and recommend improvements, policies and ordinances that would be appropriate to improve the appearance and viability of the 4<sup>th</sup> Street corridor.

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## Attachment 1

Some of the Ideas discussed by FSIC that would be addressed with the study are:

Lighted/uniform Street Signs

Wayfinding signs

Decorative Landscaping – more inviting to travelers along US Rt. 29

Ways to reduce temporary signs for special events that are placed along Fourth Street.

Signage to direct folks to downtown shops - possibly listing the businesses

Updated traffic count

Streetscape rendering of how it could look- a few options to choose from

This effort would have to be coordinated with the proper folks at IDOT so that the necessary changes can be made and be within their highway rules and regulations.

We are grateful for the opportunity to submit this project for potential funding

Sponsor Contact:

Rachael Parker

Director of Economic Development

City of Chillicothe, IL

61523 (309) 274-3107

[rparker@mediacombb.net](mailto:rparker@mediacombb.net)

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# FY18 Special Transportation Planning Project

## City of East Peoria Sidewalk Plan

### Scope of Work

#### Sponsoring agency:

City of East Peoria  
Ty Livingston  
401 W. Washington St.  
East Peoria, IL 61611  
309-427-7623  
[tylivingston@cityofeastpeoria.com](mailto:tylivingston@cityofeastpeoria.com)

**Background:** At present, the City of East Peoria 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 City of East Peoria. The plan is to conduct this inventory, utilizing interns, on a neighborhood by neighborhood-basis. More heavily-travelled roadways – down to collectors – 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.

This project does not include fabrication, installation, or construction administration. The total project budget is \$30,000 with the City to offer a \$3,000 match. In turn, the request is for \$27,000. An optional phase of this project would include data collection to aid in the completion of an ADA plan for the City. It would look more in-depth at the condition of all sidewalk ramps in the City among other related items required to complete such a plan.

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 East Peoria;
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 2017.
- A monthly status update shall be submitted via email 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 City's GIS coordinator and determine addition needs.
- The project consultant will collect an inventory of all existing sidewalks utilizing interns contracted either directly with the City or through the Tri-County Regional Planning Commission (TBD). It is anticipated this effort will take no more than 60 working days.
- Tri-County Regional Planning Commission to provide template for data collection and technical assistance with City of East Peoria GIS Coordination for file assimilation into City's GIS.
- On Microsoft Surface Tablet will be required for the field work. This cost will not exceed \$800.

**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 City'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 City staff to review the inventory and the analysis and prioritization work.

**Task 4: Public Open House and Final Plan**

- Upon completion of Task 3, the project consultant will finish any necessary revisions.
- A public open house will be scheduled to generate citizen feedback pertaining to the draft inventory and analysis.
- The project consultant will incorporate any applicable comments following the open house and other feedback from City staff for use in preparing a final sidewalk inventory plan. The final plan will be submitted to City staff for any review prior to final approval. Each co-sponsoring entity shall receive two hard copies and a digital copy.
- The final plan is anticipated to be completed approximately 7-8 months following the kick-off meeting.

**Additional Work: ADA Plan Data Collection and Plan Development (\$30,000)**

- The project consultant will inventory and review all ADA ramps in the City of East Peoria as well as identify any future locations where these are needed to be installed. An ADA Accessibility Transition Plan will be created.

# **FY18 Special Transportation Planning Project**

## **Cities of East Peoria and Washington Comprehensive Plans Scope of Work**

### **Co-sponsoring agencies:**

City of East Peoria  
Ty Livingston  
401 W. Washington St.  
East Peoria, IL 61611  
309-427-7623  
[tylivingston@cityofeastpeoria.com](mailto:tylivingston@cityofeastpeoria.com)

City of Washington  
Jon Oliphant  
301 Walnut St.  
Washington, IL 61571  
309-444-1135  
[joliphant@ci.washington.il.us](mailto:joliphant@ci.washington.il.us)

**Background:** This project will complete a portion of two comprehensive plans that is part of a joint planning process with the Cities of East Peoria and Washington. Each of our cities have experienced considerable growth since the original plans were adopted in 2005 and 2001 respectively. The comprehensive plan is the backbone in guiding future growth, policy decisions, and to utilize in the pursuit of grant funding. The plans are vital for each of the cities for the next 15-20 years. While this is proposed to be a joint process, each community would have their own separate plans.

The focus of this funding would be on those two components of the plans that have a direct connection to the Envision HOI Plan: Transportation and Environmental/Sustainability. Funding for the latter of these two would only be utilized for items addressing goals and strategies included in the HOI Plan, including new stormwater technologies, agricultural preservation, and addressing light and noise pollution. This partnership is desired because both cities share similar demographics and market characteristics, have had a boundary line agreement since 1997, and there is potential to reduce some travel and overhead cost through the shared use of a consulting planning firm. It is imperative that consideration be given to complementary planning due to the close proximity of the cities and the connectivity of the transportation network. Such forethought can lead to reduced public financial expenditures in the future.

No construction would be part of this project. The co-sponsoring agencies have budgeted \$170,000 for this project and are requesting \$30,000 to offset the plans cost related to transportation.

The tasks indicated below are guided by the following principles:

1. Prioritize and determine estimated funding options for future maintenance/new construction projects for arterials, collectors, and local roads;

2. Integrate transportation and land use to establish a more efficient transportation system;
3. Identify future recreation trail extensions;
4. Consider mass transit options related to fixed routes and demand response ridership;
5. Consider provisions for green infrastructure as part of the transportation system as a means to reduce the reliance on traditional stormwater collection systems; and

#### **Task 1: Project Start-Up and Coordination**

- The project consultant will have a kick-off meeting with each of the co-sponsoring agencies to develop a more specific project schedule and schedule of deliverables. This meeting will take place in the early fall of 2017 following an RFP process.
- A monthly status update shall be submitted to each of the project co-sponsors via email or phone to describe project activities completed to date.

#### **Task 2: Data Collection and Field Work**

- Steering committees will be created representing each of the cities. The project consultant will meet with the steering committees after they have been created to further refine the objectives of this project. These meetings will occur approximately one month after the kick-off meeting with the co-sponsoring agencies.
- The project consultant will collect inventory of all existing roads, recreation trails, and mass transit routes and stations.
- The project consultant will collect inventory of all existing green infrastructure and its connection to the local and regional transportation system.
- The project consultant will collect existing and anticipated user data from any current recreation trails.
- Each of the co-sponsors will provide GIS layers to assist with the data collection.

#### **Task 3: Motorized and Non-Motorized Route Analysis**

- The project consultant will review the entire road and non-motorized system to understand the current and future uses.
- The project consultant will review the existing system to prioritize future resource allocation for maintenance and new construction projects. Maps will be generated identifying the possible projects. Final maps will be generated jointly by the consultant and co-sponsors.
- The project consultant will hold one meeting with the steering committees to begin determining timelines for the completion of major maintenance and new construction projects. Information will be included that offers rough project costs and funding sources following consultation with the co-sponsor staffs. These meetings will occur approximately 3-4 months after the start of the project.

#### **Task 4: Green Infrastructure Development/Sustainability**

- The project consultant will work with the steering committees and staffs to recommend ways to integrate new storm water management technologies into the construction of new roadway projects.
- The project consultant will work with the steering committees and staffs to recommend green infrastructure practices such as vegetated bioswales and wetland retention basins in order to reduce the impact of the transportation system.
- The project consultant will provide an analysis of potential CityLink fixed route and demand response extensions as a potential reduction in vehicle miles traveled and to improve regional air quality.
- The project consultant will work provide recommendations on how to reduce light and noise pollution resulting from the transportation network.

**Task 5: Public Open Houses and Public Input**

- Upon completion of Tasks 2, 3, and 4, the project consultant will finish any necessary revisions.
- A public open house will be scheduled in each of the co-sponsoring cities to generate citizen feedback pertaining to the draft plan, including the transportation-specific items addressed through this funding. Citizens will be encouraged to offer their thoughts to each of the co-sponsoring entities and the project consultant.
- The project consultant will incorporate any applicable comments following the open house and other feedback from the steering committee for use in preparing a final comprehensive plan for each community. The final plan will be submitted to the steering committee for any review prior to final approval of the complete comprehensive plans by each City Council. Each co-sponsoring entity shall receive 15 hard copies and a digital copy.
- The transportation items are anticipated to be completed approximately 8-9 months following the kick-off meeting.

# Call for Projects

## FY 2018 Special Transportation Projects

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### INTRODUCTION

\$90,000 of FY18 PL/FTA funds is being programmed for local jurisdictions to undertake special transportation planning projects in FY18. Jurisdictions may apply for all or part of the \$90,000, but may not request any amount beyond \$90,000. 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, 2018**.

### 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, 2018
- 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

May 17, 2017	Staff releases Call for Projects
June 16, 2017	Proposals Due
June 24, 2017	Project Proposals are presented to the PPUATS Technical Committee, review subcommittee is organized
Early July 2017	Subcommittee scores project proposals and makes recommendation to Technical Committee
July 19, 2017	Technical Committee reviews project proposals and subcommittee recommendation, makes recommendation to Policy
August 2, 2017	Policy Committee approves projects

## 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, 2018.

There is not a prescribed application form. Submit application as a .pdf document via email to [rharms@tricityrpc.org](mailto:rharms@tricityrpc.org).

### **APPLICATION DEADLINE**

Applications are due by 4:00 pm on **Friday, June 16, 2017**.

### **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.**

<b>Criterion</b>	<b>Maximum Points</b>
Consistency with Goals of <i>FAST Act</i> and LRTP	40
Regional Significance	30
Local Match Consideration	10
Partnership with Other Jurisdiction(s)	10
Ability of Applicant to Complete Project by June 30, 2018	10
<b>TOTAL POINTS</b>	<b>100</b>

## ***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

Core Highway Safety Performance Measures Based on Rolling Average Using 2012-2016 FARS and Survey Data												
Selected Core Measures	Rolling Average					Baseline (Rolling Average)	Projected Measures for 2017 and 2018 Based on Different Options				Final Projection Option	
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016		Ordinary Least Square Projections		At Least 2% Reduction Annually as Compared to 2012-2016 Baseline Data			
							Option 1	Option 2	Option 1	Option 2		
NHTSA/FHWA Common Core Measures	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2017	2018	2017	2018	2017	2018	
Total Fatalities	951.0	941.0	943.0	957.0	990.2	985.0	994.0	970.4 <sup>2</sup>	951.0 <sup>2</sup>			2
Fatality Rate	0.90	0.90	0.90	0.91	0.94	0.935	0.94	0.92 <sup>2</sup>	0.90 <sup>2</sup>			2
Total Serious Injuries <sup>1</sup>	12675.0	12454.8	12203.2	12245.8	11774.4	11502.8	11231.1	11539 <sup>3</sup>	11308.2 <sup>3</sup>			1
Total Serious Injury Rate <sup>1</sup>	12.06	11.87	11.65	11.70	11.29	11.06	10.83	11.07 <sup>3</sup>	10.85 <sup>3</sup>			1
Non-motorized Fatalities and Serious Injuries (Pedestrian and Bicyclist and Other Cyclist) <sup>1</sup>	1526	1596.4	1470.6	1516.4	1570.8	1549	1559.9	1539.4 <sup>2</sup>	1508.6 <sup>2</sup>			2

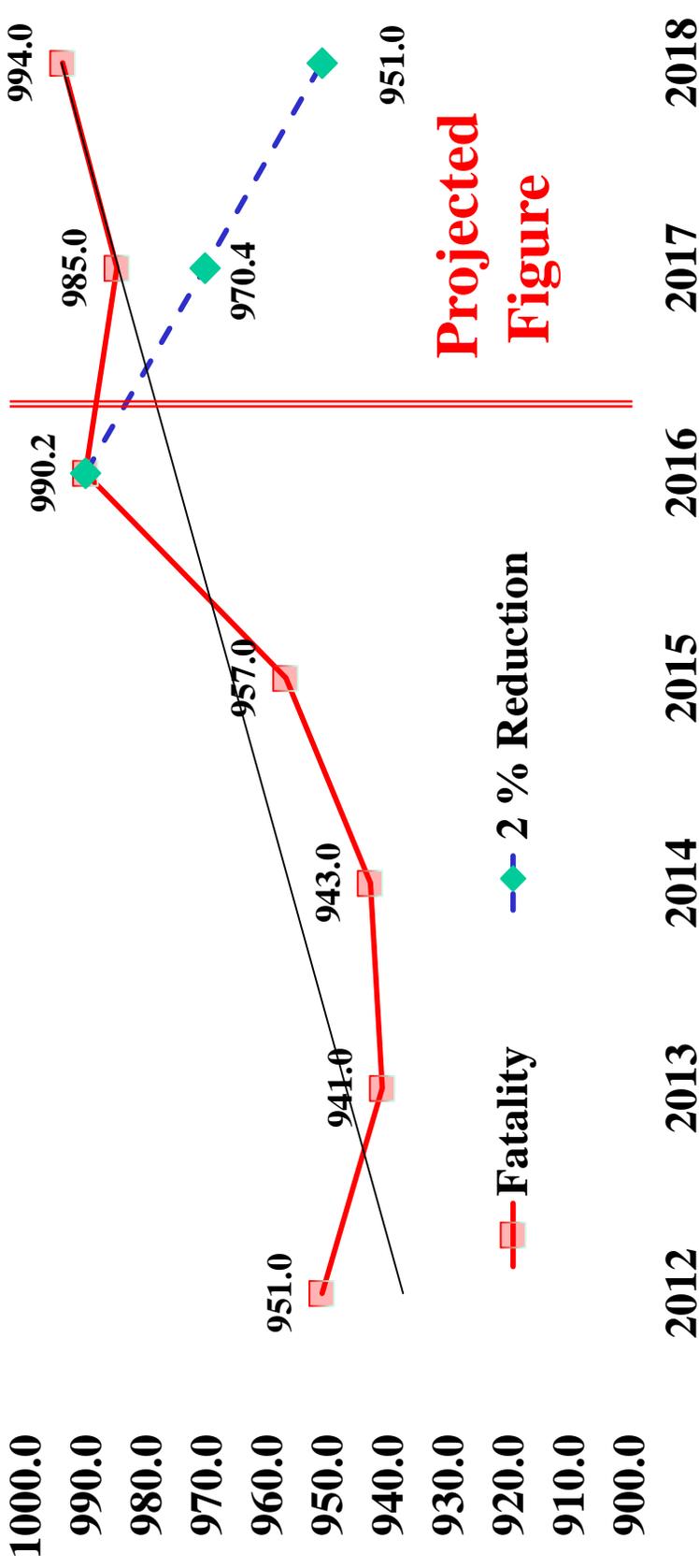
2016 data are estimated.

These figures are projected to go up using Option 1.

Note: these figures are projected to go down greater than 2% annually using Option 1.

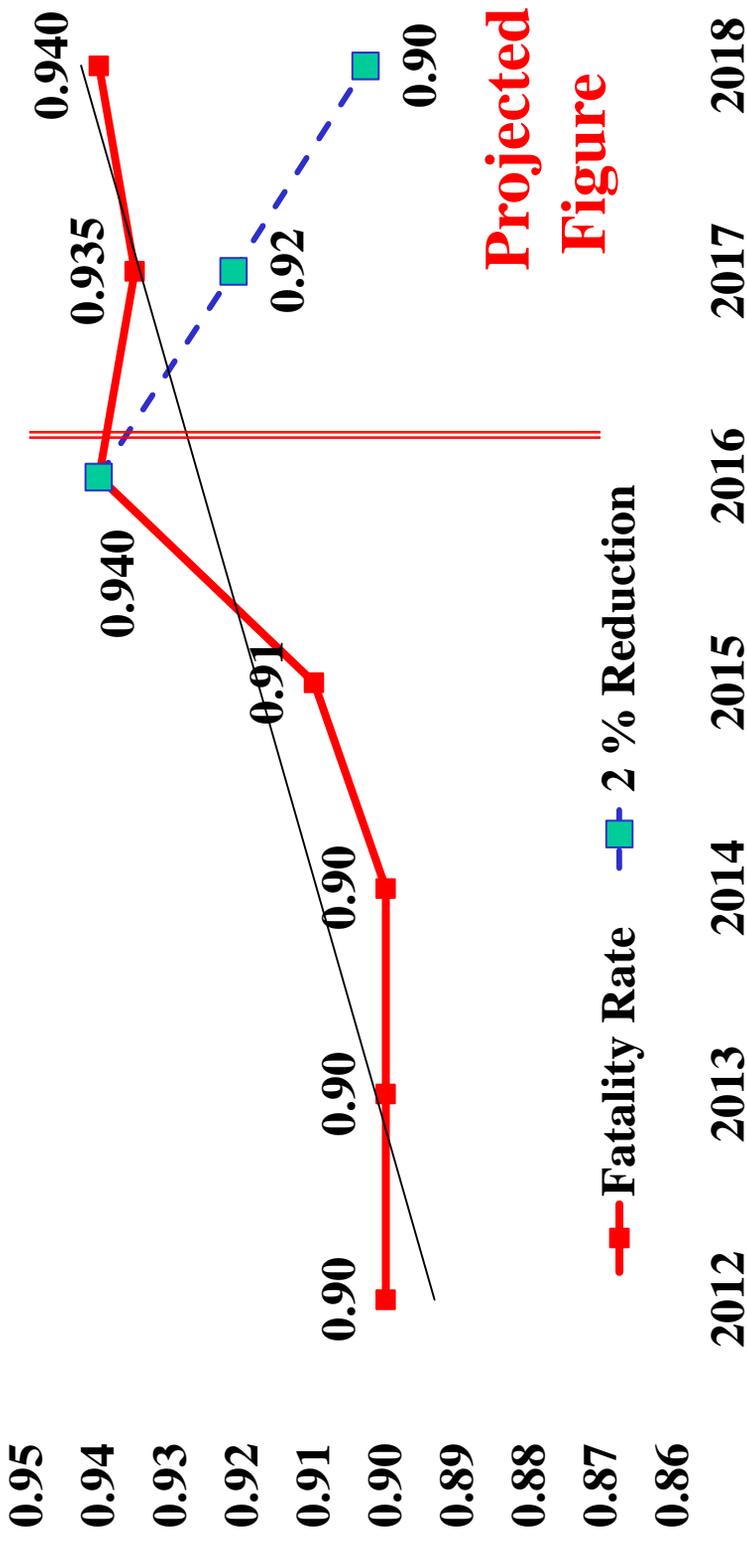
Note: these figures are projected to go down less than 2% annually using Option 1.

# Total Number of Traffic Fatalities



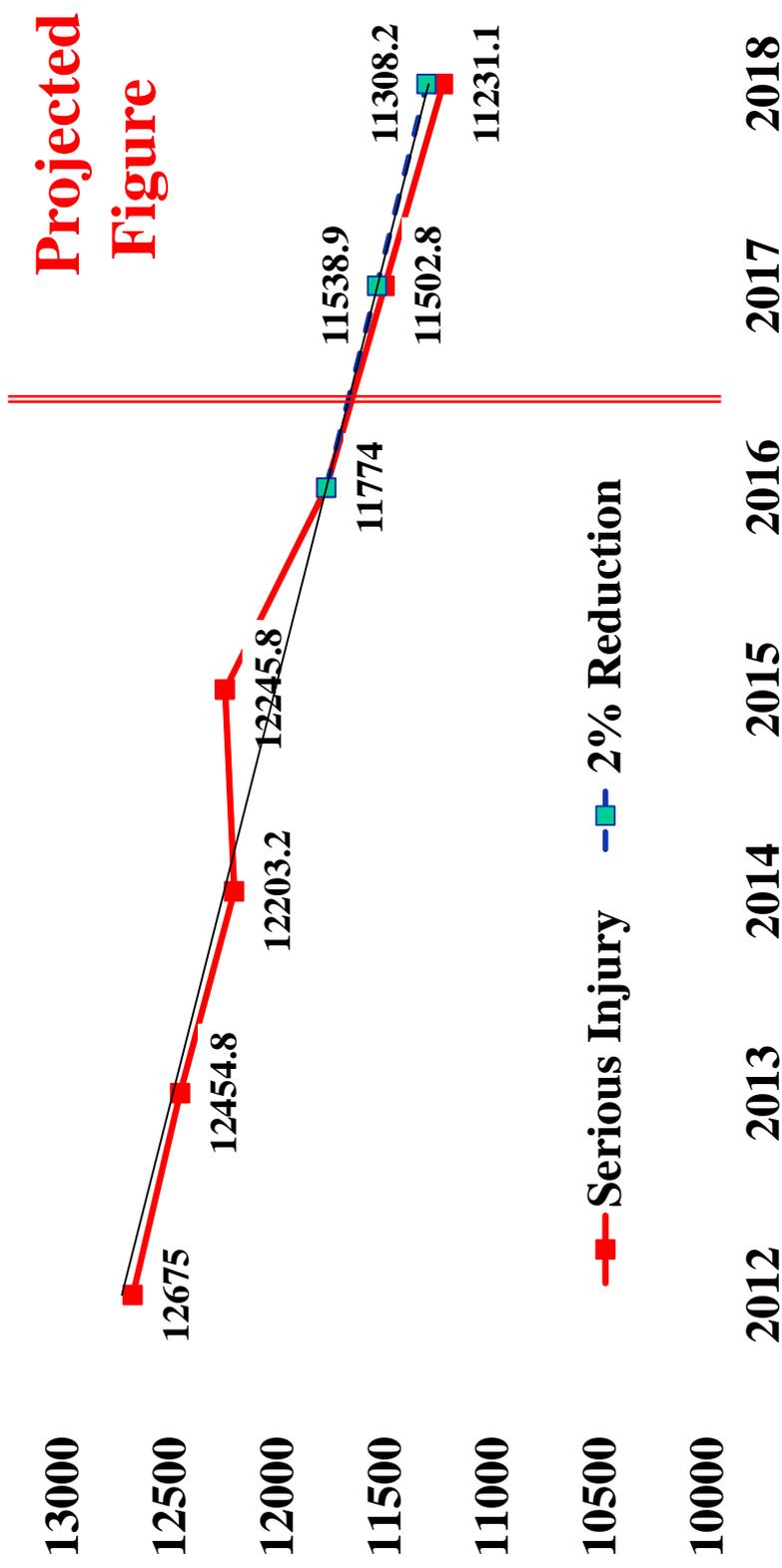
**Projected  
Figure**

# Total Traffic Fatality Rate per 100 M VMT

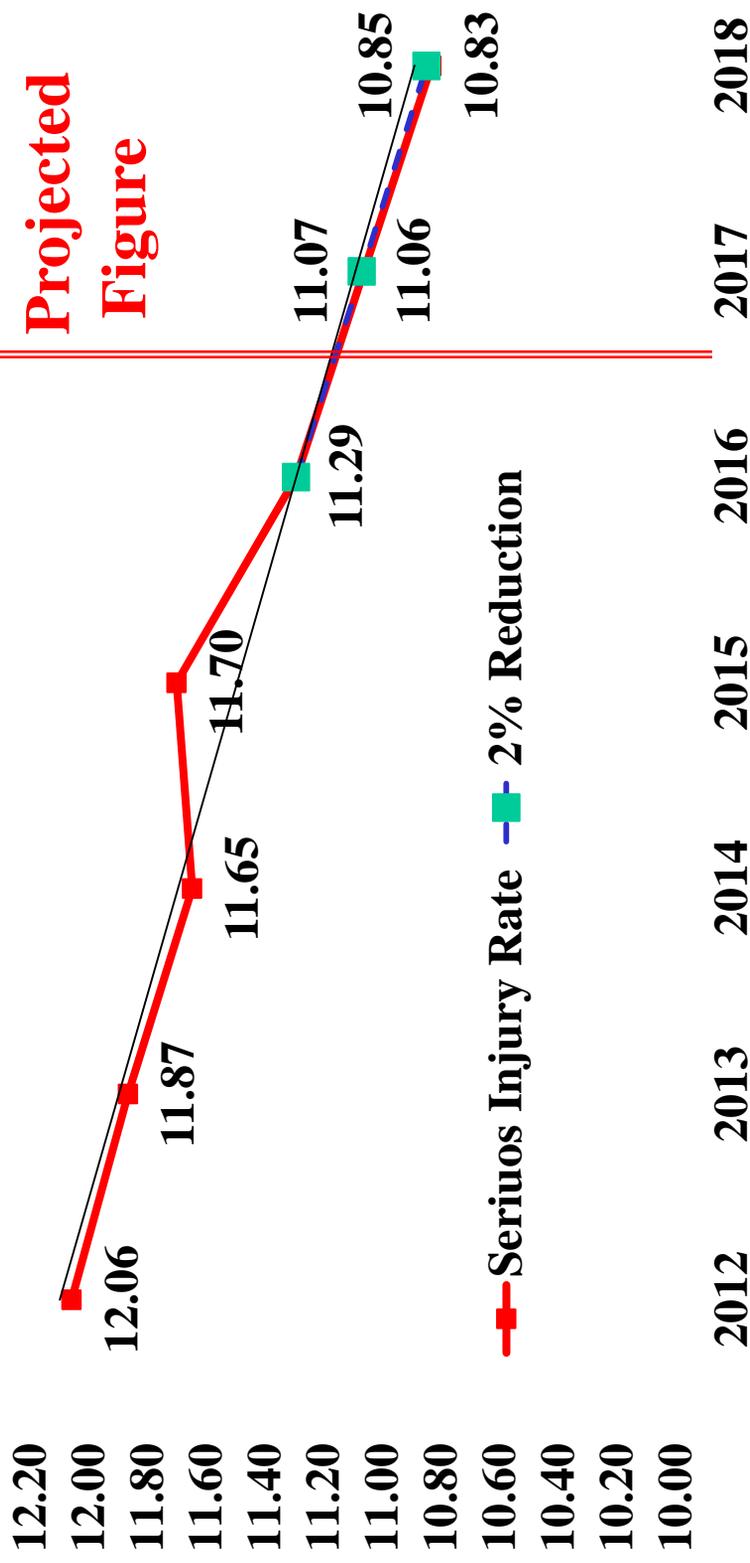


**Projected  
Figure**

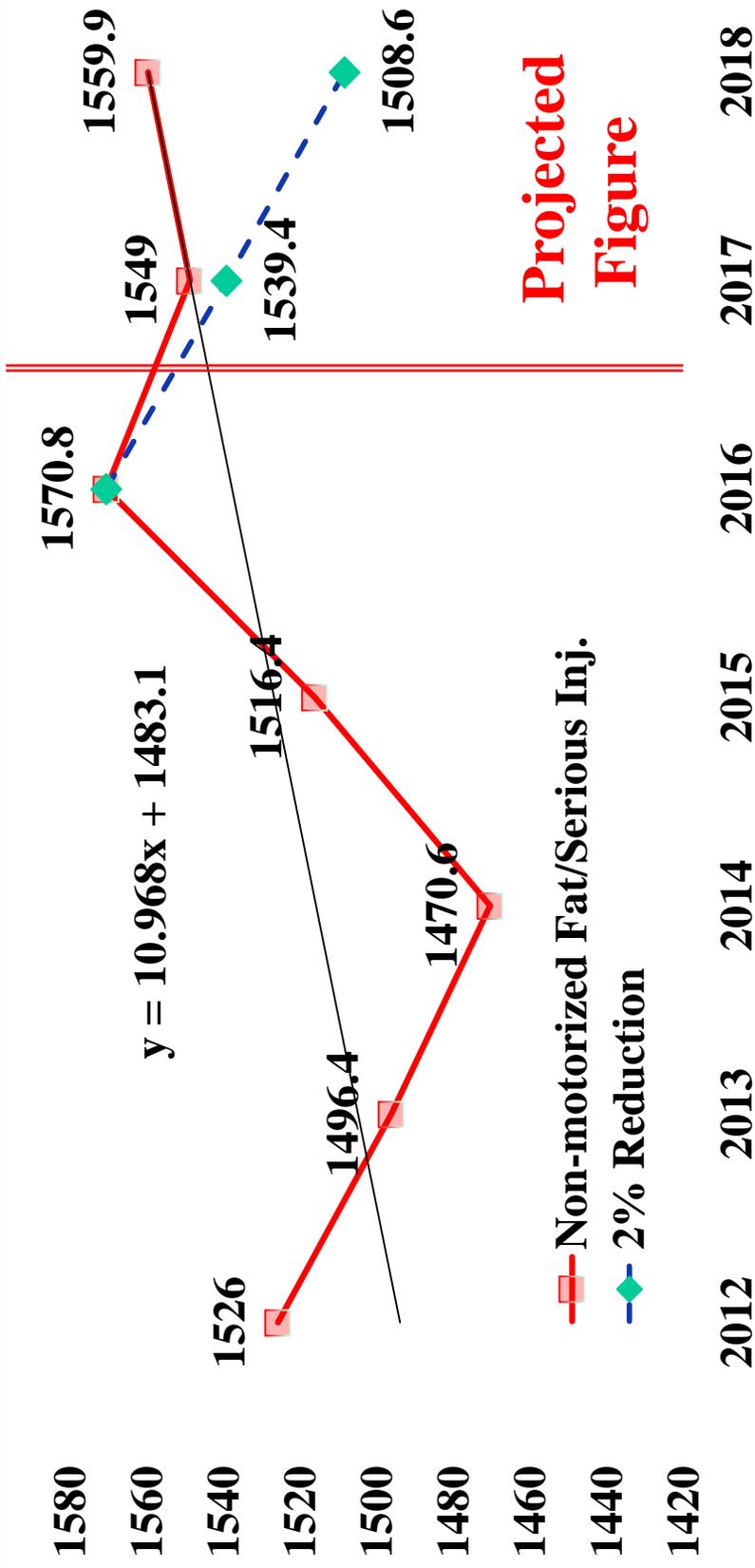
# Total Serious Injuries in Traffic Crashes



# Total Serious Injury Rate per 100M VMT

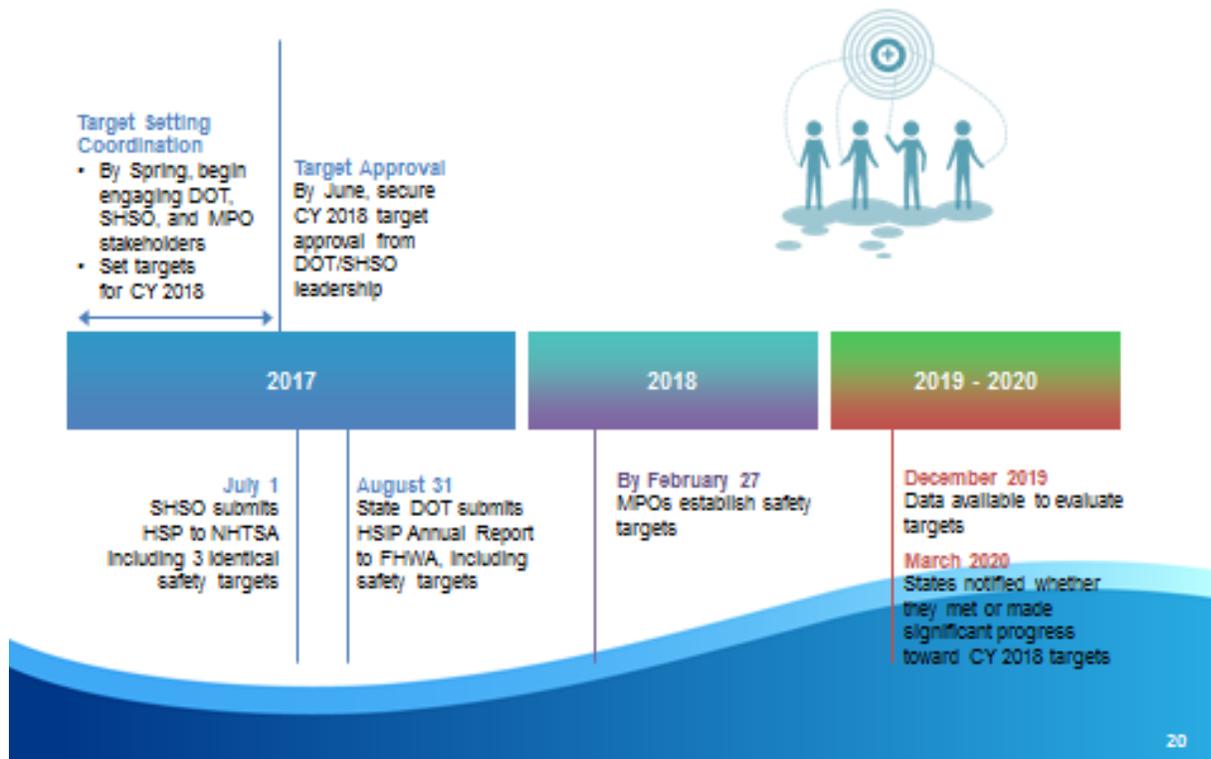


# Non-motorized Fatalities and Serious Injuries (Pedestrian and Bicyclist and Other Cyclist)



**Projected  
Figure**

# Coordination Cycle for 2018 Targets



FHWA link to Safety Performance Management information:

<https://safety.fhwa.dot.gov/hsip/spm/>

FHWA link to MPO Safety Performance Measures Fact Sheet:

[https://safety.fhwa.dot.gov/hsip/spm/docs/mpo\\_factsheet.pdf](https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf)