

General Project Information			
Project Name:	Bicycle Route Marking and Signing		
Submittal Date:	September 20, 2018		
Lead Agency:	City of Chillicothe		
Partner Agency/ies (if applicable):			
Project Type:	On-road bicycle transportation		
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):			
<p>The project includes designating and signing an on-road bicycle route in a large, 4 mile loop around the City of Chillicothe. The following goals are satisfied:</p> <p>This project will improve safety for transportation users, particularly bicyclists.</p> <p>Active, healthy living will be facilitated and encouraged with a designated lane for bicyclists.</p> <p>Bicyclist accommodations will be improved and expanded.</p>			
Project Location			
<i>Attach a map of the project location</i>			
Municipality:	City of Chillicothe	County:	Peoria
Roadway or Trail	Second Street, Truitt Ave, Bradley Ave, Cloverdale Rd.		
Termini:	The four streets listed above are connected and provide a loop strategically located in the City of Chillicothe.		
(or) Intersection of:			
Contact Person			
Name:	Rachael Parker	Agency:	City of Chillicothe
Address:	908 N. Second Street		
City, State, Zip:	Chillicothe, Illinois 61523		
Phone:	309-274-5056	Email:	rparker@mediacombb.net

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2018
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 4,320	\$ 1,080	\$ 5,400
Right of Way (50/50)			\$ 0
Construction (80/20)	\$ 28,800	\$ 7,200	\$ 36,000
Utilities (80/20)			\$ 0
Total	\$ 33,120	\$ 8,280	\$ 41,400
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 33,120		
Right of Way			
Describe any right of way acquisition involved with the project:			
No right of way acquisition is required.			
Utilities			
Describe any utility relocations involved with the project:			
No utility relocation is required.			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

This project is consistent with the Envision HOI goals, more specifically the following goals listed in the plan:

Improve Safety for all transportation system users: The on-road bicycle lane will make the actions of bicyclists more predictable and the markings and signage will alert drivers that bicycles are using the roadway.

Facillitate active, healthy living: The on-road bicycle lane will encourage bicycling activities by providing a safer environment for the cyclists.

Improve and expand pedestrian and bicyclist accommodations: This on-road bicycle lane constitutes a major addition to the bicycle accommodation in Chillicothe.

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The BikeConnect HOI Plan identified community connections that are most important to establish in the future. The on-road bicycle route identified in this application will connect directly to the route identified in the plan from Peoria to Chillicothe. The connection will be made at the intersection of Cloverdale Road and Second Street and will be a continuation of the on-road route. The project in this application is very consistent with the goals and objectives of the BikeConnect HOI Plan.

Select all that apply.

- Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)
- Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)
- Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

The project in this application is very consistent with the goals and objectives of the City of Chillicothe comprehensive plan. The comprehensive plan noted that proper signage would encourage more bicycling in the City and recommended that the City work with the Park District to determine what opportunities may exist. This project will provide the proper signing and marking in accordance with the comprehensive plan recommendation. The City has been working directly with the Park District to partner in the decision to create the route presented in this application.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score: **10**

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	City of Chillicothe	Organization 1:	
Municipality 2:	Chillicothe Park District	Organization 2:	

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score: **5**

Documented Public Involvement (Maximum 10 Points)	
<p>Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.</p>	
<p>The route was selected by a task force consisting of representatives of the City of Chillicothe, Chillicothe Park District, Chillicothe School District, Pearce Community Center, Chillicothe Library and Chillicothe Township. The project was also discussed at two City Council meetings where public input is encouraged. The project has unanimous support of the City Council.</p>	
<p>Select one below.</p>	
<p> <input type="radio"/> Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points) <input checked="" type="radio"/> Project was discussed at an open city, county, or other board meeting. (5 points) <input type="radio"/> Project has no documented public involvement. (0 points) </p>	
Public Involvement Score:	5
Documented Community Support (Maximum 10 Points)	
<p>Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.</p>	
Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	Chillicothe Park District
<input checked="" type="checkbox"/> Letter #2:	Pearce Community Center
<input checked="" type="checkbox"/> Letter #3:	IVC, Superintendent of Schools, Dist 321
<input checked="" type="checkbox"/> Letter #4:	Family Chiropractic
<input checked="" type="checkbox"/> Letter #5:	Police Chief Mettille, City of Chillicothe
Community Support Score:	10

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>The route selected connects downtown Chillicothe with several other destinations/originations including Chillicothe Library, Chillicothe High School, Chillicothe Elementary school, all businesses along downtown Chillicothe on Second Street including several restaurants, City Hall, Police Department and several residential neighborhoods.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	<div style="border: 1px solid black; padding: 2px;">5 or more ▼</div>
Connectivity Score:	10
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input checked="" type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
Infrastructure and Facilities Score:	4
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
Safety Factors Score:	4

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

The route has been identified as detailed in this application. Preliminary Engineering has not been completed but if this project is selected for award work will begin immediately to design and build the project. Since no new right of way is needed the Phase I process is expected to be completed quickly. Construction is expected to be completed in the summer of 2019.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **3**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	5
Documented Public Involvement	10	5
Documented Community Support	10	10
Connectivity	10	10
Infrastructure and Facilities	10	4
Safety Factors	10	4
Project Schedule and Readiness	5	3
Subtotal	85	61

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

We anticipate 10 to 15 users of the bicycle trail daily during the summer months.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

The on-road bicycle lane will be a start to an important process in Chillicothe. As more and more cyclists utilize the lane, other residents will be motivated to join in. The lane will be a quality of life improvement for the City with just a minor investment.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

Bicycle Route Marking and Signing			
Funding			
			Fiscal Year: 2018
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 4,320	\$ 1,080	\$ 5,400
Right of Way:	\$ 0	\$ 0	\$ 0
Construction:	\$ 28,800	\$ 7,200	\$ 36,000
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 33,120	\$ 8,280	\$ 41,400
Total Request:	\$ 33,120		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	5	
Documented Public Involvement	10	5	
Documented Community Support	10	10	
Connectivity	10	10	
Infrastructure and Facilities	10	4	
Safety Factors	10	4	
Project Schedule and Readiness	5	3	
Self-Scored Subtotal	85	61	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	61	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



September 10, 2018

To Whom It May Concern,

This letter is confirming that the Chillicothe Park District is in support of the multi-purpose trail for which the City of Chillicothe is requesting funds. The Chillicothe Park District has been involved with the planning, design, and development of this project. The Chillicothe Park District feels that this multi-purpose trail would present a wonderful opportunity for everyone in our community. Please feel free to contact me if you have any additional questions.

Sincerely,

Kevin Yates

Kevin Yates, CPRP
Executive Director
Chillicothe Park District

City of Chillicothe

908 N. Second St.

Chillicothe, Illinois 61523

Phone 274-2020 or 274-5518

Fax 309-274-4853

www.cityofchillicotheil.com

ALDERMEN

Dean Braun
Danny J. Colwell
Dennis C. Gould
Michael D. Hughes
Jeff Jenkins
Gary Sharp
James C. Thornton
Patricia Westerman-
Connor

MAYOR

Donald Z. White

CLERK

Margaret E. Hurd

TREASURER

B.L. Bredeman

September 17, 2018

To Whom It May Concern:

As the Mayor of Chillicothe, and on behalf of the City Council, I want to express my support for a multi-purpose bike trail system here in town.

As a member of the PPUATS Policy Committee, I am aware of the Heart of Illinois Regional Bicycle Plan as prepared by PPUATS and the Tri-County Regional Planning Commission. Accordingly, the City has partnered with the Chillicothe Park district, IVC School District, the Chillicothe Library District, and Pearce Community Center to develop a phased plan to connect to the Regional Plan and to develop our own plan within the community.

We are anxious to begin phase one of our planning, and hope to be awarded this grant to begin making our plan come true. We appreciate your consideration.

Sincerely,



Donald Z. White
Mayor, City of Chillicothe



PEARCE COMMUNITY CENTER

610 W. Cedar St. • Chillicothe, IL 61523 • www.pearcecc.com

P. 309.274.4209 • F. 309.274.3100

September 17, 2018

To whom it may concern,

Pearce Community Center serves Chillicothe in a variety of ways. This is where our community gathers to socialize, recreate, exercise, and volunteer. We are in full support of the multi-purpose trail for which the City of Chillicothe is requesting funds. Our goal is to promote health and wellness throughout our city and this trail will help us accomplish that goal. This trail will provide our community with a healthy alternative to access all of the key points of our city.

If you have any additional questions please do not hesitate to contact me.

Thank you,

Maggie Butterfield
Executive Director
Pearce Community Center



Illinois Valley Central
Unit School District No. 321
1300 W. Sycamore, Chillicothe, Illinois 61523
Phone 309-274-5418
Fax 309-274-5046

Dr. Chad D. Allison
SUPERINTENDENT

September 14, 2018

To Whom It May Concern:

Our first priority as parents and community members **MUST** be providing the safest environment for our children. In the last twelve months, we have had two elementary students from our community hit by cars while riding their bicycles in Chillicothe. Chillicothe is a wonderful small town where our students are able to ride their bicycles as a form of independence and exercise. Unfortunately, our children **MUST** have a safe zone for riding their bicycles.

As a parent, educator, and superintendent of the Illinois Valley Central School District I ask that you give the application submitted by the City of Chillicothe your fullest consideration! While we will continue to promote healthy choices for all of our students and community members, our first priority **MUST** be safety. For that reason, the Illinois Valley Central School District fully supports the application for the multi-purpose trail in the City of Chillicothe.

The Illinois Valley Central School District has actively participated in the planning, design, and development of this project, but unfortunately, the design of the multipurpose trail is only a dream without the funds necessary to implement. Again, I would ask that you you give the City of Chillicothe's application your fullest consideration. This is not a luxury for the children and residents of the city, but a project that could truly impact the safety and health of **ALL** of our residents.

Sincerely,

Dr. Chad Allison
Superintendent of Schools
Illinois Valley Central School District No. 321



Denise A. Amundson, DC
Chiropractic Physician
723 N. Second Street
Chillicothe, IL 61523
Phone: 309-274-5380

September 17, 2018

To Whom It May Concern:

As the owner of A&A Family Chiropractic, Fun & Fitness Center and Handy Randy businesses in Chillicothe, IL, we strongly support the multi-purpose train which the City of Chillicothe is requesting funds for. We feel it would provide great opportunities for the community as a whole. Please feel free to contact us with any further questions.

Sincerely,

Denise A Amundson, DC

Randy Amundson



Chillicothe Police Department

823 N. Second Street - Chillicothe, IL 61523

Scott M. Mettille

Chief of Police

Phone: 309-274-2129

Fax: 309-274-3930

September 14, 2018

To Whom It May Concern,

This letter is in support of the multi-purpose trail that the City of Chillicothe is requesting funds for. The Chillicothe Police Department believes that the multi-purpose trail would be a great addition to the City of Chillicothe and would create a wonderful opportunity for the community. Please feel free to contact me if you have any questions.

Respectfully,

A handwritten signature in cursive script that reads "Scott M. Mettille". The signature is written in dark ink and is positioned above the printed name.

Scott M. Mettille
Chief of Police
City of Chillicothe

General Project Information			
Project Name:	Stadium and Court Street Signals		
Submittal Date:	September 14, 2018		
Lead Agency:	City of Pekin		
Partner Agency/ies (if applicable):			
Project Type:	Construction		
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):			
<p>This project is for the installation of traffic lights at the intersection of Court Street and Stadium Drive including an extension of 6ft sidewalk along Stadium Drive from Court Street to the entrance to the parking lot to the north. This will allow for greater pedestrian accessibility to safely cross Court Street with continual access along Stadium Drive. This project is designed to allow for pedestrians and bicyclist to safely cross Court Street and have infrastructure down Stadium Drive. These improvements will help achieve the FAST ACT goals with the installation of sidewalk where there is currently no sidewalk along with improved ADA curb ramps and traffic signals for a controlled intersection to allow pedestrians to cross Court Street. This improvement along with additional improvements planned for Court Street will greatly enhance the pedestrian and bicycle infrastructure for the City of Pekin.</p>			
Project Location			
<i>Attach a map of the project location</i>			
Municipality:	Pekin	County:	Peoria
Roadway or Trail	Court Street		
Termini:			
(or) Intersection of:	Stadium		
Contact Person			
Name:	Michael Guerra	Agency:	City of Pekin
Address:	111 S. Capitol St.		
City, State, Zip:	Pekin, IL 61554		
Phone:	309-478-5348	Email:	mmguerra@ci.pekin.il.us

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2020
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 60,000	\$ 50,000	\$ 110,000
Right of Way (50/50)			\$ 0
Construction (80/20)	\$ 285,000	\$ 60,000	\$ 345,000
Utilities (80/20)			\$ 0
Total	\$ 345,000	\$ 110,000	\$ 455,000
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 345,000		
Right of Way			
Describe any right of way acquisition involved with the project:			
<p>There will be some right of way needed for the northern corners of the intersection. This land is owned by the Pekin Public High School District 303 and they have verbally agreed to donate the property needed for this project.</p>			
Utilities			
Describe any utility relocations involved with the project:			
<p>There are water, gas and overhead electric utilities in this location. The locations of the utilities will be reviewed during the design process it is anticipated that limited relocation of utilities will need to occur.</p>			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

One of the goals of the LRTP for pedestrian and bicycle is to "Provide a framework to local jurisdictions that encourages the incorporation of bicycle and pedestrian accommodations in new and existing transportation infrastructure and development initiatives." This project will achieve this goal by providing accommodations on an existing infrastructure that lacks pedestrian and bicycle amenities. Stadium Drive does not have any accommodations for pedestrians while, it serves to provide access to the Pekin High School, the Pekin Memorial Stadium, baseball, softball and other high school sports complexes along with connection to the eastern edge of Pekin Mineral Springs Park where Parkside Recreational Center and Pekin Memorial Arena is also located. The installation of a 6 foot sidewalk along Stadium Drive would greatly enhance the existing infrastructure to meet that goal. Another goal of the LRTP is to "Reduce bicycle/motor vehicle, pedestrian/motor vehicle, and bicycle/pedestrian conflicts and crashes." The installation of traffic lights at Court Street and Stadium Drive provide for an enhanced safety feature that would for a controlled crossing to reduce the conflicts. The installation of the sidewalk down Stadium Drive would also provide an accessible route for pedestrians so they would not have to walk in the street or along an uneven surface. This project would help the MPO achieve this goal of reduced conflicts and crashes as listed in the LRTP.

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

While this project will not have a direct connection to any regional bike trail, this project will allow greater pedestrian access to Pekin Mineral Springs Park and the Pekin Bike Trail. This project will provide a controlled crossing of Court Street and a sidewalk extension to the Park. Located approximately 1,000 feet away is the Pekin Bicycle Trail. Currently the closest access to the trail is at 14th and Broadway which is approximately half mile away.

Select all that apply.

- Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)
- Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)
- Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

5

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

The City of Pekin has identified Court Street to be a main point of focus with the completion of VFW Road and the rerouting of IL 9. With Court Street now under the City of Pekin's jurisdiction, the focus is on Court Street to be a City friendly street. This would include enhancements to the curb, sidewalks, beautification of the street and enhancements to make the street friendly to all users. This project was identified during a public comment period and discussions with the Pekin High School District 303, the Pekin Park District, and City Council. Therefore, while the City of Pekin's Comprehensive plan has not been updated for a long time, Court Street improvements have been identified as a priority of planning. This project is directly tied to that planning as it allows for an improvement identified as a top priority by City Council in Court Street improvements. This project also allows for greater connectivity and crossing of Court Street for pedestrians to key locations of the Pekin High School and Pekin Mineral Springs Park. Therefore this project would be a top priority in the City's long range plan.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score: **10**

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	Pekin	Organization 1:	Pekin School District 303
Municipality 2:		Organization 2:	Pekin Park District

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score: **10**

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

The City of Pekin conducted public meetings in February of 2015 on proposed options for rehabilitation of Court Street. During the public meetings, adding a signal at the intersection of Court Street and Stadium was highly supported by the public, the School District 303, the Park District and the City Council. This project was one of the two improvements that received nearly full support from public. The support was for the safety aspect to allow both drivers and pedestrians access and egress Stadium Drive. Recently, the School District 303 discussed additional possibilities to improve pedestrian access along Stadium Drive with the school children being dropped off and picked up for school events.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **10**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	Pekin School District 303
<input checked="" type="checkbox"/> Letter #2:	Pekin Park District
<input type="checkbox"/> Letter #3:	
<input type="checkbox"/> Letter #4:	
<input type="checkbox"/> Letter #5:	

Community Support Score: **4**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>This project will allow for City of Pekin to provide for controlled pedestrian access across Court Street to the High School, Pekin Memorial Stadium and the eastern edge of Mineral Springs Park. Currently the closest pedestrian crossing is at 14th and Court Street to the west. This is over a half mile away and there is no pedestrian crossing at Parkway and Court Street. Therefore this traffic signal will allow for pedestrians and school children to cross Court Street with a ADT over 18,500. Included in the scope of the project is the addition of a sidewalk along Stadium Drive. This will allow pedestrian access to the Pekin Memorial Stadium, Pekin Memorial Arena, and other Pekin Mineral Spring Park amenities. The City of Pekin is also considering improvements to connecting sections of Court Street including the widening sidewalks from 14th to Parkway Drive that will connect to this project.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	2
Connectivity Score:	4
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
Infrastructure and Facilities Score:	7
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
Safety Factors Score:	7

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

The City of Pekin received jurisdiction of Court Street from the State of Illinois on September 13. This will allow for a quicker review process as it would not have to be permitted from the State for construction. The City of Pekin has been reviewing potential improvements to Court Street since 2016 with the anticipation of Court Street becoming a City Street. With the installation of traffic lights at the intersection of Court Street and Stadium supported by the public, an initial evaluation of the intersection was performed. It was confirmed that traffic lights were warranted at this location according to the MUTCD. Typically one of the delays for projects of this type is the acquisition of right of way. With the partnership with the Pekin High School District 303 on this project and their willingness to donate the ROW, this will not affect the schedule of the project. The City of Pekin is confident that the project can be completed within the time frame required as this project was already being reviewed and discussed within our City.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **2**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	5
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	10
Documented Public Involvement	10	10
Documented Community Support	10	4
Connectivity	10	4
Infrastructure and Facilities	10	7
Safety Factors	10	7
Project Schedule and Readiness	5	2
Subtotal	85	59

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

The City anticipates this location to be utilized on a regular basis with higher use in during the school year. During school times the amount of users would range between the 300 and 500 range. The peak time of use would be for football games on Friday nights during the fall. While attendance figures are not always calculated this amount of use would be probably in the 1000's. When school is not in session, it still anticipated that this location will be utilized from the neighbors to the south and others who would utilize the street crossing and sidewalk to gain access to the track where they walk, the high school baseball and softball fields, access to the park for the park amenities and the general ability to cross Court Street safely. It the anticipated that pedestrian use will only increase with construction of this infrastructure.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

This project would bring great value to the City of Pekin. To provide a safe crossing on Court Street along with the sidewalk down Stadium Drive would greatly improve the quality of life for the City of Pekin. While Pekin has 34,000 people in the community, there is strong pride from the community in the High School sports and Mineral Springs Park. Currently this project will allow greater connectivity for the neighborhoods to the south to two of Pekin's best attributes and allow for a more pedestrian friendly Court Street. As the City transitions Court Street from a State Highway to a City Street, the accessibility to all users for Court Street is a priority for the City. This project will be one of several projects that will increase that accessibility to all users and provide greater connectivity to sources of pride for the community.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

Stadium and Court Street Signals			
Funding			
			Fiscal Year:
			2020
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 60,000	\$ 50,000	\$ 110,000
Right of Way:	\$ 0	\$ 0	\$ 0
Construction:	\$ 285,000	\$ 60,000	\$ 345,000
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 345,000	\$ 110,000	\$ 455,000
Total Request:	\$ 345,000		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	5	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	10	
Documented Public Involvement	10	10	
Documented Community Support	10	4	
Connectivity	10	4	
Infrastructure and Facilities	10	7	
Safety Factors	10	7	
Project Schedule and Readiness	5	2	
Self-Scored Subtotal	85	59	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	59	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



Pekin Park District

Cameron Bettin
Executive Director

1701 Court Street • Pekin, Illinois 61554-5199
Office (309) 353-4328
Fax (309) 353-5337
cbettin@pekinparkdistrict.org

September 18, 2018

City of Pekin

Atten: Michael M. Guerra

111 S. Capital Street

Pekin, IL 61554

Dear Mr. Guerra,

As Executive Director for the Pekin Park District, it is my pleasure to write this letter of support for the City of Pekin's application for TAP funds for the installation of a new signalized intersection at Stadium and Court Street. This will improve the safety for pedestrians and traffic alike to access the eastern portion of the Park District facilities in Mineral Springs Park such as our aquatic facility, ice rink and recreation center, and fitness facility.

Currently, the closest controlled intersection and crosswalk is nearly a half a mile away at 14th and Court Street which provides challenges to user of our park. This project will allow for greater connectivity of our Park to the neighborhood to the south as it will provide for a location to cross the heavily traveled Court Street.

The Park District welcomes the upgrade to the corner of Court Street and Stadium. We look forward to the opportunities of providing better connectivity for pedestrian and bicycle activity to Mineral Springs Park and the Pekin Bike Trail, a multi-use path. And lastly, this light would not only greatly increase the safety and ease of access for the residents of Pekin to our Park District facilities but the high school as well.

Again, I would like to emphasize our support for your application to PPUATS for TAP funding.

Respectfully,



Cameron Bettin
Executive Director



Danielle N. Owens, Ed. D.
Superintendent

320 Stadium Drive Phone (309) 477-4222
Pekin, IL 61554 Fax (309) 477-4376

dnowens@pekinhigh.net

City of Pekin
Atten: Michael M. Guerra
111 S. Capital Street
Pekin, IL 61554

Dear Mr. Guerra,

As Superintendent for Pekin High School District 303, and on behalf of our School Board, it is my pleasure to write this letter of support for the City of Pekin's application for TAP funds for the installation of signalized intersection at Stadium and Court Street. This will improve the safety for school children, pedestrians, and traffic alike to access the Pekin High School and other school facilities such as the Pekin Memorial Stadium.

Currently, the closest controlled intersection and crosswalk is nearly a half a mile away at 14th and Court Street or at the corner of Parkway Drive and Court Street, which provides challenges to our school community. District 303 welcomes this upgrade to the corner of Court Street and Stadium Drive and looks forward to the greater connectivity of our school to the neighborhood to the south as it will provide for a location to cross the heavily traveled Court Street. This traffic light would greatly increase the safety and ease of access for the school community and visitors to the high school.

It has always been a benefit to our community that our high school is located in the city center. However, with the amount of traffic created during school hours and at after hour events, the flow of traffic or lack thereof can create safety issues for both our students and community members.

For all of those reasons, I would like to emphasize our support for the City of Pekin's application to PPUATS for TAP funding. Please let me know if there is anything else that I can do to help with this endeavor.

Sincerely,

A handwritten signature in black ink that reads "Danielle Owens". The signature is written in a cursive, flowing style.

Danielle Owens

The opportunity is here.



The fire is within.

John Abel

Mailed Comment Form (2/9/2015)

- 1 I am in favor of redoing Court Street and returning downtown
- 2 One-Way to Two-Way will be an obstacle for the general public
- 3 Parts of Court Street being two lanes is already causing a lot of negative talk
- 4 A lot of misinformation is behind the pushback
- 5 I am concerned about paying for this. The council needs to hear all available alternatives for project and options for funding
- 6 We have a chance to this right. Not do a piece here and there
- 7 There are still many questions to be answered about the project. Will it be a total rebuild of the pavement or will it be milled and overlaid?
- 8 We need input from the downtown business owners about the return to two way street and the closing of 8th Street along side the west campus property.
- 9 I would like to see all utilities go underground, my personal opinion.
- 10 Hopefully, land acquisition is held to a minimum.
- 11 The improvement in traffic safety must be talked up a lot. Along with the age of the current Court Street compared to today's highway standards and concepts.
- 12 Hopefully some street scape can be incorporated into the final designs. Perhaps it will help soften the "shock" of a new and different Court Street
- 13 We need to keep costs down to reasonable, yet not drag this project on for generations
- 14 I personally appreciate all the help in answering my questions from the Hanson Team on this project. Look forward to working with you all in hopefully completing this project.

Roger Aleander

Comment Form

- 1 Don't fix what isn't broken - fix curbs and sidewalks.

Tim Arnett

Mailed Comment Form and Sketch (2/17/2015)

- 1 I would like to see the preliminary plan for the intersection of Court and Park Ave (see attached.) From what I gathered at the 2-5-2015 informal meeting, the proposed plan will make it difficult and dangerous to navigate if, in truth, the outside (right hand) east bound lane is closed from 14th to this intersection.
- 2 It seems the assumption was made that all, or most, drivers respect others and obey the law. Not at this intersection!
- 3 It seems merging east bound traffic into one lane would compress the intervals between vehicles.
- 4 I was told at the meeting, "well they still have to stop," No they won't!
- 5 Why not put a cul-de-sac on Park Avenue with no entrance onto Court Street. Transfer all this traffic to 14th and Court (a light controlled intersection) and give back the on street parking to residences and more controlled environment for the neighborhood and the park.
- 6 And Also, these conditions and concerns also enter into my returning home from the east.
- 7 In closing, I would like to extend an invitation to you, Mr. Bialobreski, to stop by and sit on my front porch, 'rush hour' would be enlightening (3:00 to 6:00 PM) and weekday to observe the situation.

Robert Bramham

Comment Form

- 1 This project needs more discussion and thought, since the ones I talked to do not the answers

Dale Kuntz

Typed Comments and Sketch Received at Public Meeting

- 1 The Court Street redesign must focus on three main themes: Truth, Beauty, and Joy. Engineers focus on Efficiency, Utility, and Safety. When the focus is primarily efficient, utility, and safety, the project will turn out looking dumpy. Efficiency, utility, and safety must be subordinate to a prime focus of truth, beauty, and joy on this Court Street project.
- 2 A person traveling on Court Street should experience joy. No lies should be apparent in the engineering. If the engineers say that this feature will do so-and-so then it has to pass the truth test. Please, no sneaky lies. Beauty should be apparent to at least 75% of travelers 100% of the time.
- 3 If the engineering cannot deliver truth, beauty, joy then the project should not be attempted. We do not need new dumpy replacing old dumpy.
- 4 If the Court Street project is ever considered to be a "make work" project then it should never happen. "make work" projects end up dumpy every time.
- 5 The Court Street project should be accomplished in 6 phases (1. Parkway to 14th Street 2. 14th Street to 8th Street, Parkway to Valle Vista, Valle Vista to Chicken Ranch, 8th Street-Margaret to Pekin Bridge, Chicken Ranch to Mennonite)
- 6 The staging should begin by closing the south side of the road and making the north side one lane in each direction.
- 7 Construct 9-foot wide sidewalks with barriers to accommodate both pedestrian and bicycles traffic. (The trail on the Big-Four right-of-way proves that bicycles and pedestrians can coexist comfortably)
- 8 The New Jersey type barrier will separate automobile traffic from the traffic on the sidewalk.
- 9 **Crosswalks should be placed at Stadium Drive and 17th Street. These crossings should have flashers.**
- 10 Flowering trees should be placed 60 feet apart and 20 feet away from the sidewalk edge. Tree species should be alternated to prevent the spread of disease and infestation.
- 11 After completing the construction of the south side, traffic should switch to the south side and the north side should be constructed.
- 12 After the sidewalks and barriers are in place on both sides then the automobile paths should be resurfaced with blacktop.
- 13 The New Jersey barriers should act as curbing and gutters.
- 14 Prior to starting Phase 2 a critical look should be given to Phase 1. Did it meet the expectations of Truth, Beauty, Joy and was it efficient, did it meet utility, was it safe?
- 15 No new fancy street lights should be installed
- 16 Maintain current highway width for cars
- 17 Keep light poles, power poles, fire hydrants, etc. in present location where possible.
- 18 Remove concrete medians
- 19 Keep Islands around stop lights
- 20 Make Court Street four lanes wide from Mennonite to Pekin Bridge.
- 21 Take Court Street traffic off Ann Eliza
- 22 On Court Street from Margaret to IL River maintain as is for historic value
- 23 Use basic pattern evolved on the 1st phase as a guide for other phases
- 24 Plant trees on Margaret only where open spaces allow it
- 25 Meticulous maintenance of River Front Park should be included
- 26 Meticulous maintenance should forever be applied to Court Street
- 27 Improve Court Street as monies become available for each phase

Rich Kriegsman

Emailed Comment (2/12/2015)

- 1 I fully support the proposed plan as presented by Hanson. I trust Hanson's abilities to create a thoroughfare that is efficient and effective
- 2 The one burning issue to me in this process involves aesthetics. I drive Court Street multiple times during the day and cannot begin to count the number of utility poles along the corridor, many of which are located in the sidewalks. I would hope that we are able to create a street that looks as good and inviting as the major properties – Pekin Insurance, Pekin Hospital, Pekin Community High School, Pekin Park System, as well as several churches and other businesses – located along its deteriorating curbs.
- 3 I'm sure that people will suggest that we do this project incrementally – only do what we have the funds to do, without burdening the taxpayer further. Hopefully, some middle ground can be reached whereby the entire project can be completed within a normal timeframe so that we don't have to endure years of partially built roads . . . continually waiting "for the next construction season."
- 4 This potential improvement gives our community the opportunity to get it right!

- | | |
|----|--|
| 28 | Find the place in the Bible where Truth, Beauty, and Joy are mentioned |
| 29 | Don't allow street maintenance workers to design the street or it will end up dumpy. |

T. Latrionico Comment Form

- | | |
|---|--|
| 1 | Is it necessary to make part of Court Street 2 lanes? |
| 2 | The flow or direction of Margaret and Ann Eliza shouldn't be messed with |
| 3 | How is this project going to be financed? Will the funds come from MFT or selling bonds? |

Jim Mangan Email with Comments (2/6/2015)

- | | |
|----|---|
| 1 | At this time I don't have a serious concern with the Margaret and Anna Liza two-way plan. But why stop and start at 5th street, why not take all the way to the bridge area? |
| 2 | I'm totally against shutting off 8th Street to the old West Campus possible businesses and Sweet Spot! This will cause less business traffic, thus less business sales tax to the city from loss of business! I think that many people will avoid this area and possibly downtown, to stay away from likely traffic congestion, etc.! |
| 3 | Broadway and other side street traffic will dramatically increase to avoid slow and snarled traffic on Court Street, which will create new and unplanned for traffic in more residential areas, thus more accidents! |
| 4 | With less drive lanes on Court Street will cause emergency vehicles to move slower because drivers will have less places to pull out of their way! |
| 5 | Funeral processions will cause traffic problems using Court Street to reach the cemetery on Rt. 9! |
| 6 | Who's responsibility will it be to mow/maintain the planned grass strips on Court Street? If city, then more cost! If property owners, then that will mean some will, some won't, and none of it will be done uniformly! |
| 7 | The proposed project seems to be "over-kill"! |
| 8 | I think with some better through street and stop light planning around the "Five Point/West Campus/James Field areas" is necessary. |
| 9 | However, I think leaving Court Street as is, grinding the top layers off and new overlay for better driving surface is best traffic plan. |
| 10 | Perhaps keep the red/green traffic light at Stadium Dr.? |
| 11 | Current sidewalk widths on Court Street with needed repairs and upgrading is sufficient. |
| 12 | I also believe it best to have a "special" city council meeting for this subject only, and council vote on "a" plan, AFTER New council is seated. Since they will have the bulk of responsibilities, that seems the most respectful way for them and the paying public! |

Robert Schwartz

Comment Form and Follow-Up Note (2/19/2015)

- 1 St. Paul Wonderland Day Care Entrance is on SE corner of 7th Street and Ann Eliza. Will it be possible for cars to stop on 7th Street to drop off/pick up children?
- 2 What will be done to slow down traffic on Ann Eliza and reduce accidents at 7th and Ann Eliza? Southbound cars on 7th have limited view of westbound on Ann Eliza due to Kelley Construction Building.
- 3 Restore "southeast" entrance to parking lot between St. Paul UCC and St. John Lutheran
- 4 Reduce number of reserved spaces between St. Paul and St. John. Parking is at a premium during weekday funerals at either one of these churches
- 5 Please consider keeping the section of 8th Street from Ann Eliza to 7th Street open. On a typical Sunday, many cars use 8th Street to go north. If 8th Street is cut-off, the traffic in front of the St. Paul United Church of Christ will be increased at the already busy Ann Eliza and 7th Street intersection.

Steven Eyrse

Mailed Comment Form and Public Meeting Handout with responses to specific items (2/17/2015)

- 1 Given the quality of existing roads in Pekin, one can assume this is going to be a rather long and drawn out process. Not the acceptance of what should be done but the actual reconstruction of this very degenerated road. For starters it has so many layers of asphalt over, one can assume, a brick road that it is time to take it down to base level and start over. Concrete, while costing more perhaps, is the best choice for this main arterial for the expected life of this roadway.
- 2 The lane reductions will create HUGE problems for emergency service vehicle. Then when one adds in the truck traffic it will just be a bottle neck of immense proportions. The idea that trucks going across the river will use the "new" bypass and not take the direct route to bridge is a pipe dream. Of course if the City puts a guard at each entry point this could be overcome.
- 3 The City can't exclude large truck traffic from this street for Merchants depend upon them for their product. There is high usage by this street for ambulances and fire trucks which will not just magically go away.
- 4 I also question the apparent haste in getting all this PUBLIC input. The City has paid Catergraph in the amount of \$90,117 for the collection and creation of a geo-referenced data map on all Pekin Street, signs, sidewalks and curbs along with some sort of software to use it somehow. We (the taxpayers) have yet to get this report. It undoubtedly will tell us what anyone who drives in the City of Pekin already know. The streets have been patched and patched so much it is time to cut them down to two levels and start over. This is absolutely no money to do this.
- 5 I don't think the City council has enough information to make a Due Diligence decision on the project. I KNOW the tax payers don't.
- 6 My final question would be where you got the data that you have based this design proposal on? Traffic flow print outs from the City? Your own personal sitting on a street corner marking down what was happening during various times of day? Or was it just "hey this looks good" let's change these streets around it's so boring now?
- 7 Does the sentence stating the goal is to "right-size" the roadway indicate that street has been the "wrong size" until now?
- 8 I don't follow how reducing the number of lanes on an arterial that serves "the heart of Pekin" will maintain the capacity. Also Court hasn't served the heart of Pekin from the time five points and some of the streets associated with it were redone. This would have been around the time the City decided it needed one-way streets to move traffic. The heart of Pekin stopped being the old downtown not long after the Mall opened on the Eastern edge of town. From then on it has been a slow death. Highlighted by county and city governments tearing down commercial buildings for parking lots.
- 9 In the presentation given at the High School Board room there was no mention of how any of this will increase safety for all modes of transportation. Where will the bike lanes be? Will the new sidewalk be set back the correct distance from the edge of the roadway? Exactly what type of buffer will there be between pedestrians and traffic?
- 10 What good will it do to make the three blocks between 5th and 8th Street two-way. It will only create bigger bottle necks at 8th Street which then will become a back up due to the reduced lanes.

- 11 I cannot find Park Street, I find Park Avenue that intersections with Court Street at the middle of Mineral Springs Park. A location that during the spring and summer months is one of the most heavily trafficked areas in the City. It could use a traffic light.
- 12 At park we go to two lanes Eastbound while we have only one lane going westbound?
- 13 The traffic signal at Stadium Drive is a good idea.
- 14 The city has had funds in the past to build the sidewalk ramps up state standards. The City updated the ramps in 1995 to be compliant. The ramps are not in compliance now and there is no accounting showing that this work was completed.
- 15 The City has been getting money from the State to maintain this "route." Specifically the curbs and medians due to truck traffic. The City has no record of where it spent that money. It certainly did not go to Court Street.
- 16 And very nice elevations they were. I must wonder which engineering clip are book these came from? If I was going to give the public a dog and pony show to prove the money paid for my work was worth it what I saw and listened to at this meeting would be very close.
- 17 OH NO the City can't pay for any of this. How are they paying Hanson Professional Services, Inc.?
- 18 Nothing is EVER discussed at City council meeting. Things are brought in presented, questions are asked, which always get the standard "PEKIN" reply, "I don't have that right now, but I 'll get back to you on it." Then it is waded up and chucked in the recycle bin. The same as this public involvement statement and all others will be.

Tim Golden

Mailed Comment Form (2/13/2015)

- 1 Are there other alternatives? Only one was presented.
- 2 What efforts have been made to determine the current encroachments that occur along Court Street and other streets?
- 3 How many business and/or residents along this route (Proposed project) have been contacted by Hanson and/or city? And who are the business and/or residents who were contacted?
- 4 What cost data do you have that would indicated that maintenance costs would be reduced with this plan?
- 5 What has Hanson done to communicate various ADA requirements included maintenance and snow removal to the City?
- 6 How many curb ramps need to be installed along what is now a state route?
- 7 What has Hanson done to identify guy wire encroachments at various poles?
- 8 Did the Hanson scope of work include providing an estimated cost of construction?
- 9 Has anyone on the design team spent more than a few hours traveling on Court Street and other streets impacted by this proposed plan?
- 10 What would the speed limit be on Court Street?
- 11 What studies were done to determine if the first responders times would be negatively impacted particularly if there was a funeral procession at the time?
- 12 Is there a plan to incorporate the Court Street study with the "potential development of the existing service alley, located directly North of Court Street as a pedestrian and non-motorized vehicle cause way"... as indicated in the agreement with a recent Court Street development grant?
- 13 When will the project be surveyed?
- 14 In your travels through Pekin have you taken the time to see the worst intersection in the world at 14th Street and Derby Street?
- 15 What would your recommendations be to the geniuses who came up with that most ignorant design?

Angela Hepner

Comment Form

- 1 Cul-de-sac on Monge is great idea. Can it have green space?
- 2 Stop Light at Stadium is great for student safety.

Greg Jansen

Comment Form

- 1 What will happen to my sign at 2214 and 2218 Court Street
- 2 There should be a stop light at reservoir road. This is a very dangerous intersection.
- 3 Other than above comments, I like your ideas

Sally Johnson

Comment Form

- 1 The people of Pekin cannot afford this. We have a 6 million dollar library coming, garbage fee, more than 40 million going into the sewer project, a ring road being built, a new prison. We have people working part time and collecting food stamps just to survive. It is not a good time now. We have too much going on. This is why I am against this.

Dennis Keif

Emailed Comment Form and proposed geometry for Forest Drive and Court (2/6/2015)

- 1 The Handout from the public meeting said Park Street in reference to Park Avenue. The provided materials should be cleaned up.
- 2 There is a need for improving the obsolete and deteriorated street and related appurtenances (curb, medians, etc..) as well as geometric improvements.
- 3 I am not convinced that reducing the lanes is a good idea. Especially during peak traffic periods I see the need for faster vehicles to be able to pass slower vehicles. Failing that, I believe there may be significant backups and the overall traffic volumes will be delayed.
- 4 I also believe it is important that the results of the Forest Drive IDS conducted about 2003 be incorporated into this planning process, the intent of that study was to look at the ideal location for a signalized intersection on Court Street that was far enough east of Parkway Drive and would meet signalization warrants. The recommendation at that time was to extend Forest drive north.

Joyce Koch

Comment Form

- 1 Take your time in deciding some changes that will be with those being affected. Once changes are made, they cannot be redone.

General Project Information			
Project Name:	PeoriaCorps		
Submittal Date:	September 21, 2018		
Lead Agency:	City of Peoria Public Works		
Partner Agency/ies (if applicable):			
Project Type:	Workforce Development and Vegetation Management		
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):			
<p>Traditionally, the City of Peoria has operated within the realm of primary services, such as life safety and public health. But the City recognizes the need for a more involved role in its urban core after years of public and private disinvestment has led to economically disadvantaged neighborhoods with high levels of underserved individuals. The opportunity to address both public health and environmental concerns of combined sewer overflows and socioeconomic concerns in the same geographic area is an innovative approach for the City.</p> <p>PeoriaCorps serves as a workforce development program aimed at training young adults 18 and older in skill sets that will improve their competitiveness within the local and regional job market. PeoriaCorps utilizes green infrastructure and vegetation management as a hands-on work experience that provides them the opportunity to earn an industry recognized credential through the National Green Infrastructure Certification Program.</p>			
Project Location			
<i>Attach a map of the project location</i>			
Municipality:	Peoria	County:	Peoria
Roadway or Trail			
Termini:			
(or) Intersection of:	Martin Luther King Jr., Dr and John H. Gwynn Jr. Ave.		
Contact Person			
Name:	Jamila Wilson	Agency:	Public Works
Address:	813 SW Washington St.		
City, State, Zip:	Peoria, IL 61602		
Phone:	309-494-8844	Email:	jkwilson@peoriagov.org

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2019
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 60,000	\$ 12,000	\$ 72,000
Right of Way (50/50)			\$ 0
Construction (80/20)	\$ 23,333	\$ 4,667	\$ 28,000
Utilities (80/20)			\$ 0
Total	\$ 83,333	\$ 16,667	\$ 100,000
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 83,333		
Right of Way			
Describe any right of way acquisition involved with the project:			
Utilities			
Describe any utility relocations involved with the project:			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

Yes, it is consistent with the goals and objectives of the Envision HOI: Heart of Illinois Long-Range Transportation Plan. PeoriaCorps is a workforce development program targeting young adults who are under-skilled and/or unemployed enhancing their professional development skills and soft skills, while providing work experience in green infrastructure maintenance with an opportunity to earn an industry recognized credential through the National Green Infrastructure Certification Program. According to the Environmental Section of the HOILRTP, "there are many ways to integrate green infrastructure into roadway projects. Examples of green infrastructure include: The use of vegetative bioswales and wetland retention to filter and absorb stormwater from the road system; • Natural habitat management to compensate for lost systems, such as planting native vegetation in swales," but currently Peoria area lacks the workforce capacity for the design, construction, operation and maintenance of green infrastructure to address existing needs and the anticipated rapid expansion in the design and construction industry. With an anticipated green infrastructure solution valued at approximately \$200 million in investment, the City wants to meet that demand with a local labor force. This forecasted expansion, including landscape design and maintenance fields, creates an opportunity to build a homegrown pipeline of eligible candidates to fill the employment needs of local contractors, and this forecast became the foundation for PeoriaCorps, established last year in October 2017.

Other goals PeoriaCorps relates to within the HOILRTP include:

Facilitate Active Healthy Living; bike racks have been identified as green infrastructure practice in a number of ways - one) it reduces the number of cars on the road emitting toxic gases and fluids that runoff into stormwater and eventually into the sewer, and two) some designs of bike racks can be quite creative accommodating native plants and creating additional green spaces that can retain water during heavy storming delaying the inundation of water into the sewer system.

Utilize green infrastructure for future projects and Improve/expand pedestrian and bicyclist accommodations; Our corps members have explored ways and drafted designs to re-purpose vacant lots. They have identified one area on the Southside of Peoria that has generated long-time resident interest, the intersection of W. Martin Luther King Jr. Dr and John H. Gwynn Jr. Ave. There are several parcels of land where homes have been demolished on an inclined slope. The program is working with the vegetation management department in Public Works to re-purpose it as a native plant and tree nursery pocket park, as well as construct a bike rack with green infrastructure features.

Preserve (and maintain) existing green infrastructure; PeoriaCorps members, as part of their work experience, maintain the bioswell cells along Washington St, supports the maintenance of the Adams St. green infrastructure pilot project, and maintain the landscape of City Hall, Fulton Plaza, and Riverfront Park..

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The BikeConnect HOI: Heart of Illinois Regional Bicycle Plan, identifies end-of-trip facilities like bike racks as a priority for "a successful functional bicycle network."

PeoriaCorps is seeking to design, construct, and maintain bike racks with green infrastructure capabilities that can integrate several priorities within the city and regional plans.

Utilize green infrastructure for future projects and Improve/expand pedestrian and bicyclist accommodations; Our corps members have explored ways and drafted designs to re-purpose vacant lots. They have identified one area on the Southside of Peoria that has generated long-time resident interest, the intersection of W. Martin Luther King Jr. Dr and John H. Gwynn Jr. Ave. There are several parcels of land where homes have been demolished on an inclined slope. The program is working with the vegetation management department in Public Works to re-purpose it as a native plant and tree nursery pocket park, as well as construct a bike rack with green infrastructure features.

Select all that apply.

- Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)
- Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)
- Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

Yes, the City of Peoria's Strategic Plan 2011-2026 identifies a number of priorities that align with the work and goals of PeoriaCorps, including:
 Safety and attractiveness -Well maintained neighborhood streets, sidewalks and public areas, minimal blight and litter throughout the city; and
 Great place for diverse businesses - develop local, talented, educated workforce with skill sets for 21st century jobs.

The Comprehensive Plan of 2011 prioritizes workforce development (jobs) and infrastructure (sustainable green plans).

PeoriaCorps seeks to support both strategic plans through this six month incubation program developing soft skills, job skills, and leadership development skills amongst our young adult population and providing hands-on work experience building and maintaining green infrastructure that addresses the stormwater and combine sewer overflow challenge. Participants of PeoriaCorps have the opportunity to earn an industry recognized credential increasing their competitiveness within the local and regional job market.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score: **10**

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:		Organization 1:	Illinois Central College
Municipality 2:		Organization 2:	West Central Illinois Building Trade Unions

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score: **10**

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

Yes, the planning of PeoriaCorps began in 2016 with the convening of an advisory committee, including representatives from the local unions, educational providers, city of Peoria, support service community organizations, workforce development board, and community members.
 This advisory committee meet monthly over a six month period to discuss the planning, funding, and organizational priorities of the program. Attached are meeting notes from the advisory committee meetings.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **10**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	Bike Peoria Co-op
<input checked="" type="checkbox"/> Letter #2:	GENeration United
<input type="checkbox"/> Letter #3:	
<input type="checkbox"/> Letter #4:	
<input type="checkbox"/> Letter #5:	

Community Support Score: **4**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>Yes, this project seeks to construct a bike rack in a location where none currently exist at the intersection of MLK Jr. Dr. and John Gwynn Ave. (1)</p> <p>This intersection connects Southend residents to downtown via John Gwynn Ave., providing residents with a non-motorize option for transportation and an end of trip facility for their bicycles. (2)</p> <p>This intersection is one block north of Roosevelt School and three blocks west of the intersection of Western and MLK Dr. connecting residents to West Peoria and the Bradley University campus. (3)</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	3
Connectivity Score:	6
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input checked="" type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
Infrastructure and Facilities Score:	10
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
Safety Factors Score:	7

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

Yes, PeoriaCorps was established with it's first co-hort of ten young adults beginning October 2017. The program is currently working with its 2nd cohort, and has begun the recruitment process for its third co-hort scheduled to begin January 2019.

Previous co-horts have drafted several designs for the native plant and tree nursery and have collected milkweed, aster, and coneflower seeds from previous harvest to plant in this location. We have also identified additional funding opportunities to support the purchase and maintenance of a tree nursery through the Urban and Community Forestry Funding program. Collaboration has begun between the Bike Co-op and PeoriaCorps and will begin designing and securing materials in the Spring of 2019.

The planting section of the project will begin in March of 2019 and the bike rack construction will commence soon after prior to June of 2019. The design of the bike rack will incorporate green infrastructure elements, with native plants growing from within the structure.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **5**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	10
Documented Public Involvement	10	10
Documented Community Support	10	4
Connectivity	10	6
Infrastructure and Facilities	10	10
Safety Factors	10	7
Project Schedule and Readiness	5	5
Subtotal	85	72

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

The three vacant lots at the intersection of W. Martin Luther King Jr., Dr. and John H. Gwynn Jr. Ave is a highly visible intersection; MLK Dr. serves as a main thoroughfare to the Peoria International Airport. These vacant lots are located in the Goose Lake Neighborhood Association, and John Gwynn Ave. is a heavily used street for residents to connect to downtown. PeoriaCorps seeks to re-purpose these vacant lots as a native plant and tree nursery creating a pocket park for residents and encouraging a walkable and an access for residents who bike to have an end of trip facility to park their bike as they enjoy the leisure of the park and the neighborhood. This pocket park will be one of the first in an effort to revitalize the Southend of Peoria and re-purpose abandon lots with safe public green spaces for residents to enjoy.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

This intersection of MLK Dr and John Gwynn Ave sits at the base of the bluff on the west-end of Peoria (behind Moss Ave.) and is within the concentrated area of the CSO (combine sewer overflow) area. The native plant and tree nursery pocket park can support the retainment and infiltration of stormwater runoff lessening it's impact on the sewer system and potential decreasing flooding issues.

It can also serve as a public green space increasing residents' comfort within their neighborhood and promoting civic pride and engagement through a partnered participation with PeoriaCorps and the residents with the maintenance of the park.

The bike rack with green infrastructure capabilities will also provide residents with an end of trip facility in an area where one had not existed before; potentially increasing residents' comfort with using non-motorized vehicles for transportation.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

PeoriaCorps			
Funding			
			Fiscal Year:
			2019
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 60,000	\$ 12,000	\$ 72,000
Right of Way:	\$ 0	\$ 0	\$ 0
Construction:	\$ 23,333	\$ 4,667	\$ 28,000
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 83,333	\$ 16,667	\$ 100,000
Total Request:	\$ 83,333		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	10	
Documented Public Involvement	10	10	
Documented Community Support	10	4	
Connectivity	10	6	
Infrastructure and Facilities	10	10	
Safety Factors	10	7	
Project Schedule and Readiness	5	5	
Self-Scored Subtotal	85	72	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	72	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.

November 22, 2016

Serve Illinois Commission on Volunteerism and Community Service
Attn: Scott McFarland
Illinois Department of Public Health
422 S 5th Street
Springfield, IL 62701

Re: Generation United Letter of Support

Mr. McFarland,

On behalf of Generation United, we wish to express our support for the PeoriaCorps program. Generation United, or GEN U, is an initiative through the Heart of Illinois United Way to cultivate the next generation of leaders within the community. We do so through engaging and empowering these young leaders through networking opportunities, volunteerism, and professional development. Since 2009, GEN U has donated over 8,200 hours of community service and raised over \$180,000 for United Way-funded health and human care programs.

Our Executive Committee voted to sponsor a mentorship program with PeoriaCorps due to the incredible alignment with our vision for a better Peoria. The program has outlined senior, peer and career mentors. We are excited to play the role of peer mentors in this multilayered approach. Our goal is to empower these AmeriCorps participants to become successful, productive members of our community. Ultimately, our hope is that participants eventually see a role for themselves as GEN U members.

We look forward to partnering with the City and others on a successful AmeriCorps program.

Sincerely,



Laura Strauch
Executive Chair, GEN U



Dominic Vallosio
United Way Staff Liaison, GEN U

Illinois Central College

309.694-5-ICC

November 18, 2016

Serve Illinois Commission on Volunteerism and Community Service
Attn: Scott McFarland
Illinois Department of Public Health
422 S 5th St
Springfield, IL 62701

Dear Mr. McFarland,

I am thrilled to write this letter to express my full support for the City of Peoria's AmeriCorps application for the PeoriaCorps Program. I am excited by the impact that this collaborative effort will have by providing both career pathways for "opportunity youth" – 18-24 year olds that are out of school and out of work – and environmental stewardship for the City's expanding portfolio of green infrastructure that will provide a long-term, multi-benefit solution to their combined sewer overflow (CSO) challenge.

Illinois Central College (ICC) has a mission statement that reads, "*Through learning, minds change. We believe by changing minds, we can change the world.*" ICC believes that through the partnerships being built between local government, educational institutions, trades and community non-profits, this program has unique and unprecedented promise to be a force for positive change for the opportunity youth in our community. The volunteerism and civic engagement that underpin this program will serve not only to build up individuals, but to build community and empower our youth to change the world.

ICC will serve primarily as a recruitment, in-service education, and post-program education partner for the PeoriaCorps Program, however, we see this innovative approach to build a more resilient community yielding additional opportunities in the future.

I greatly appreciate your consideration of this grant request, and look forward to working with the City of Peoria team in the future.

Sincerely,



Rita Ali, Ph.D

Vice President of Diversity, International and Adult Education

Tel: 309-694-5561

Email: rali@icc.edu

East Peoria

1 College Drive
East Peoria, IL
61635-0001
309.694-5422
309.694-5700 TTY

Downtown Peoria

PERLEY BUILDING
115 SW Adams
Peoria, IL 61635-0001
309.999-4500
THOMAS BUILDING
201 SW Adams
Peoria, IL 61635-0001
309.999-4600

ICC North

5407 N. University
Peoria, IL 61635-0001
309.690-6800

ICC South

Riverway Business Park
225 Hanna Drive
Pekin, IL 61635-0001
309.353-5088



Serve Illinois Commission on Volunteerism and Community Service
Attn: Scott McFarland
Illinois Department of Public Health
422 S 5th St
Springfield, IL 62701

November 16, 2016

Mr. McFarland,

We, the representatives of West Central Illinois Building and Construction Trades Council and Teamsters Local 627, send this letter to express our support for the City of Peoria's PeoriaCorps workforce program.

PeoriaCorps promises to not only provide meaningful educational and professional skills for Peoria's out-of-school and unemployed youth, but serves as a pathway for these men and women to build their careers with the trades in our area. As our work with the Peoria Area Diversity in Employment Action Team indicates, local trades have been focused on increasing representation of minorities within our ranks. We recognize the potential PeoriaCorps has to assist us with meeting this goal.

As the City of Peoria seeks to make a significant investment to improve its wet weather management infrastructure, we are excited to be a part of this process and believe the PeoriaCorps program to be a beneficial component.

Sincerely,



Matt Bartolo
Laborers Local 165



Keith Gleason
Teamsters Local 627

September 21, 2018

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

Dear Mr. Miller,

On behalf of Bike Peoria I encourage you to strongly consider the City of Peoria's PeoriaCorps application for PPUATS Fiscal Years 2018-2020 Transportation Alternatives Program (TAP), funding for the purpose of expanding green infrastructure bicycle facilities in Peoria.

As a community-owned and operated non-profit comprised of over 400 current and historic members Bike Peoria supports this project because of its high local significance and the beneficial transformative effects that it will have on downtown Peoria by providing expanded access to multimodal transportation options and green public spaces in Peoria, Illinois.

Along the corridor specified in the grant application, the City of Peoria has begun accommodating more sustainable multi-modal transportation options as well as making meaningful investments to improve placemaking, and increasing property values. This green infrastructure bike rack project will provide new connections and critical end-of-trip facilities adjacent to local businesses and green spaces. Furthermore, these corridors connect many of Peoria's most vital places including the central business district, major medical institutions, high density residential neighborhoods, various retail hubs/spans, and Bradley University. Moreover, this revitalization is carefully planned for continuity and integration with adjacent, major development efforts including the Warehouse District, Peoria Riverfront, the medical institutions, and Bradley University.

Infrastructure improvement and redevelopment is critical to the growth of the city's tax base, sustainability, and economic growth. The City of Peoria, the PeoriaCorps program, and its partners stand firmly behind this project. With the Transportation Alternatives Program (TAP), the City can continue to implement and realize major parts of their sustainable growth strategy that will otherwise go unrealized. The transformative impacts of green infrastructure development provide the very type of benefits the TAP program is intended to support.

Bike Peoria, and our members, would greatly appreciate your full and fair consideration of this funding application from PeoriaCorps for their green bicycle infrastructure project. Thank you for your assistance.

Sincerely,

Brent Baker
President

Bike Peoria
612 West Main Street
Peoria, Illinois 61606

General Project Information		
Project Name:	2-Sites Pedestrian In-fill	
Submittal Date:	9/21/18	
Lead Agency:	City of Peoria	
Partner Agency/ies (if applicable):		
Project Type:	Sidewalk Network completion	
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):		
<p>The purpose of this project is to provide safe and desirable access for pedestrians and non-motorized vehicles on sidewalk areas. The first of 2 proposed projects will complete the effort to connect contiguous existing sections of sidewalk and bicycle trails in an area of N Allen Rd, between Alta Rd and Hickory Grove Rd, specifically for a 325' connection to the north of Wilhelm Rd. The second of 2 proposed projects will complete the effort to connect contiguous existing sections of pathways in an area on N Orange Prairie Rd, between Charter Oak Rd and Alta Rd. This is specifically in the lone, missing section of Orange Prairie Rd from Landens Way to War Memorial Dr. These proposed sidewalk connections will provide a level and accessible pathway for all users and provide access to residential areas, businesses, churches, Dunlap School District schools, and transit locations. This project will provide better access to the portions of the existing sidewalk systems and improve the quality of life and safety for all users.</p> <p>Project Limits (See attached Maps)</p> <p>The logical termini for the Allen Rd project are from the Northeast quadrant at Wilhelm Rd/Allen Rd, including an ADA Ramp replacement, then running 325 feet northerly to connect to the existing sidewalk. This would complete the sidewalk network along Allen Rd, near the Dunlap School District's Hickory Grove Elementary School.</p> <p>The logical termini for the Orange Prairie Rd project are from the southeast quadrant at War Memorial Dr/US 150 and Orange Prairie then running 980 feet southerly to Landens Way, including an ADA Ramp installations on both the NE & SE quadrants at Landens Way. This would complete the sidewalk network along Orange Prairie Rd, for a comprehensive 4-mile long system along Orange Prairie Rd.</p> <p>FAST ACT Goals This project will meet the following FAST ACT Goals:</p> <p>Safety: These projects will provide safe pedestrian pathways near schools, and to/from residential and commercial properties. These projects also shall also provide separated sidewalks, leaving generally 3-5 feet of green space for greater safety comfort. The projects will provide accessible routes, which currently does not exist through this area. Providing sidewalks will eliminate potential conflicts between motorized and non-motorized vehicles (and pedestrians), which makes the roadway system safer for all users.</p> <p>Congestion Reduction: Providing a safe and efficient sidewalk near Shoppes at Grand Prairie and near the Hickory Grove Elementary School will encourage non-motorized trips, which will reduce vehicular trips and congestion on our roadways. The more pedestrian friendly we make our community the more likely that motorists will opt to walk for commuting, as well as for recreation.</p> <p>System Reliability: Providing safe, efficient and accessible sidewalks will provide better access for pedestrians. This increased access will allow more people to commute by non-motorized means, as well as provide a pleasant recreational corridor.</p> <p>Freight Movement and Economic Vitality: Providing good non-motorized infrastructure will encourage non-motorized trips and reduce vehicle trips on major roadways. This reduction in vehicular trips will allow more efficient freight movement through the area. Additionally, providing a well-used sidewalk system will allow better non-motorized access to nearby businesses.</p> <p>Environmental Sustainability: Providing a safe and efficient trail will reduce vehicular trips by encouraging pedestrian use. This will have the effect of reducing vehicular trips, which reduces both fuel consumption and vehicle emissions in the community. The reduction of vehicular trips has the long term benefit of allowing our existing roadways to withstand future growth or to be given road diets, which reduce impervious pavement and decreases maintenance costs.</p> <p>Envision HOI Goals This project will meet the following Envision HOI Goals:</p> <p>Safety, Security and Public Health:</p> <p>This project will improve safety for all transportation system users by:</p> <ul style="list-style-type: none"> • Reducing physical barriers that impede safe bicycle/pedestrian travel 		
Project Location		
<i>Attach a map of the project location</i>		
Municipality:	City of Peoria	County: Peoria
Roadway or Trail	1) N Allen Rd: Wilhelm to 325 feet north (east side), and 2) N Orange Prairie Rd: Landens Way to War memorial Dr (east side)	
Termini:	1) NE Quadrant of Allen Rd/Wilhelm Rd to 325 feet north, connecting to existing sidewalk, and 2) SE & NE Quadrants of Orange Prairie Rd/Landens Way going 975 feet northerly to connect at War Memorial Dr	
(or) Intersection of:	Stadium	
Contact Person		
Name:	Bill Lewis	Agency: City of Peoria
Address:	3505 N Dries Ln	
City, State, Zip:	Peoria, IL 61604	
Phone:	309-494-8800	Email: blewis@peoriagov.org

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2018
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 30,672	\$ 7,668	\$ 38,340
Right of Way (50/50)			\$ 0
Construction (80/20)	\$ 80,715	\$ 20,179	\$ 100,894
Utilities (80/20)			\$ 0
Total	\$ 111,387	\$ 27,847	\$ 139,234
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 111,387		
Right of Way			
Describe any right of way acquisition involved with the project:			
N/A - to stay purely within existing ROW			
Utilities			
Describe any utility relocations involved with the project:			
Several handholes and junction boxes to be adjusted by Others. These will be minor, quick adjustments to be made by local groups that are highly responsive on similar City of Peoria projects.			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The purpose of the Sidewalk Projects is to provide safe and efficient pedestrian access and to complete two independent sidewalk/bikeway systems. These system completions will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Long Range Transportation Plan and meets many of its goals. The goals which this project best fulfills are as follows:

Safety, Security and Public Health:

This project will improve safety for all transportation system users by:

- Reducing physical barriers that impede safe bicycle/pedestrian travel
- Utilizing existing right-of-way for non-motorized routes
- Encourage pedestrian use for commuting to schools and work, as well as recreation
- Provide non-motorized route connectivity

This project will facilitate healthy, active living by:

- Encouraging non-motorized travel
- Integrating expanded and improved bicycle and pedestrian facilities
- Reducing vehicular emissions by increasing non-vehicle commuting

Efficient and Resilient Transportation System

This project will reduce the cost of maintenance by:

- Encouraging non-motorized travel, which allows for road diets or prolongs the need for additional travel lanes.

This project will improve traffic flow by:

- Encouraging non-motorized travel, which reduces vehicular traffic on the roadway system

This project will reduce transportation demand by:

- Investing in the bicycle and pedestrian system to decrease traffic demand on the roadway system.

Accessibility and Multi-modal Connectivity

This project will improve transportation access for persons with disabilities by:

- Providing an accessible pedestrian system accessing major portions of the City

This project will improve and expand pedestrian and bicycle accommodations by:

- Expanding a continuous off-road system
- Providing efficient non-motorized access between major traffic generators
- Increase access to the non-motorized system

Environmental Sustainability

This project will improve air quality by:

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The purpose of the Sidewalk Projects is to provide safe and efficient pedestrian access and to complete two independent sidewalk/bikeway systems. These system completions will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Regional Bicycle Plan and meets several of its goals. The goals which this project best fulfills are as follows:

- Increase access to adjacent bicycle paths at both projects, specifically on Orange Prairie Rd immediately north of the proposed project termini, and to Allen Rd immediately south of the proposed project termini. Furthermore, students at Hickory Grove School, 1/4 mile from the proposed Allen Rd project, have safer and more efficient access to ride bicycles to school and learn healthy alternatives to driving.

Select all that apply.



Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)



Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)



Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

The Allen Rd and Orange Prairie Rd sidewalk projects increase non-motorized access to portions of the City of Peoria, encourages non-motorized transportation and improves the quality of life and safety for many of our citizens. By increasing access and safety for the community this project meets many of the goals as stated in the City of Peoria Comprehensive Plan, as follows:

- Reduce Crime: Providing a safe and efficient sidewalk/bikeway network will encourage biking and walking in the area, increasing local vibrancy. This extra vibrancy will create more people to detect any criminal activity, which may decrease such activity.
- Invest in our infrastructure and transportation: Creating a complete pedestrian network is an investment in our non-motorized infrastructure, which will encourage non-motorized transportation. This encouragement will help to decrease motorized transportation trips and decrease our reliance on cars. A decrease in motorized trips may lead to road diets, requiring less maintenance and deferred travel lane construction.
- Grow Peoria and Jobs: This project will increase non-motorized access from homes to work, school, shops and restaurants allowing people more opportunities. Additionally, a quality non-motorized system may attract new residents to the area.
- Reinvest in Neighborhoods: These projects will be an investment to bring an amenity to a residential parts of Peoria, currently lacking this full connectivity.
- Support Sustainability: These projects will encourage non-motorized trips for both commuting and recreation, and decrease the need to use motor vehicles to access all areas of the community.

The projects also are consistent with City of Peoria’s ADA Transition Plan. Providing sidewalks to fill gaps provides means for citizens with disabilities to safely traverse our Rights of Way.

The City of Peoria’s Complete Streets Policy is also consistently followed with these projects. Vehicles and pedestrians can more safely share the Rights of Way.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score:

10

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	City of Peoria	Organization 1:	Dunlap School District
Municipality 2:		Organization 2:	Pekin Park District

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score:

5

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

Formal public involvement took place for other nearby projects, whereby residents stressed to complete these gaps at the time.

Allen Rd Sidewalk
 During the Allen Rd & Alta Rd roundabout public meetings in 2014 at the Northminster Church, follow-up Q&A had residents asking to complete the 325 feet of sidewalk on N Allen Rd, just beyond the roundabout's project limits, from Wilhelm Rd going northerly.

Orange Prairie Sidewalk
 The City Council for the City of Peoria authorized a conditional contract extension, as Item #15-226 approved on 06/23/15, to the Orange Prairie Rd project to have the prime contractor install the Orange Prairie Rd sidewalk, from War Memorial Dr going southerly to Landens Way. However, that project's PDR had already been approved, omitting this segment. Therefore, the condition of IDOT's approval could not be satisfied with respect to PDR changes and the sidewalk was removed from consideration on that contract. Public process was fully undertaken to have this 925 feet of sidewalk requested on Orange Prairie Rd, south of War Memorial Dr.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **10**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	Dunlap School District
<input type="checkbox"/> Letter #2:	Pekin Park District
<input type="checkbox"/> Letter #3:	
<input type="checkbox"/> Letter #4:	
<input type="checkbox"/> Letter #5:	

Community Support Score: **2**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>Both of these two projects fully complete their independent sidewalk/bikeways networks.</p> <p>In the case of Orange Prairie Rd, this project would not only connect residents to the major retail center at Shoppes at Grand Prairie, but also connect those residents to the bike network north of War Memorial Drive, running several miles north to Rte 91. Furthermore, this allows residents to the south of War Memorial the nearest access to CityLink transit services, located at the Shoppes at Grand Prairie. Trees are also proposed along this 925 sidewalk infill to provide shade and confort for walking.</p> <p>In the case of N Allen Rd, this 325 feet sidewalk installation project would complete the accessible network on Allen Rd from War Memorial Drive going north to Hickory Grove Rd, for over 5 miles!! The Hickory Grove School, at Allen Rd & Hickory Grove Road, is 1/4 mile from the proposed sidewalk infill, providing a completed network in proximity to a school. The Noorthwoods Church, immediatly to the South of this site will also be positively connected for N-S pedestrian flows.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	<p>5 or more</p>
<p>Connectivity Score:</p>	<p>10</p>
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
<p>Infrastructure and Facilities Score:</p>	<p>7</p>
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input checked="" type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
<p>Safety Factors Score:</p>	<p>10</p>

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

Assuming this project can be authorized in FY 2018, the City of Peoria will solicit for Ph 1 & 2 Engineering, based on either federal QBS procedures or directly through our current Master Service Agreements to commence Ph 1 & 2 in 4th quarter 2018, anticipating a 2nd quarter letting for Construction in 2019. Initial estimations, utility locations, and planning has been completed by City Staff. On a simple sidewalk installation project such as both of these sub-projects, the Ph 1 and 2 Engineering can move expeditiously.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **5**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	5
Documented Public Involvement	10	10
Documented Community Support	10	2
Connectivity	10	10
Infrastructure and Facilities	10	7
Safety Factors	10	10
Project Schedule and Readiness	5	5
Subtotal	85	69

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

Although no formal counts have been taken along either Allen Rd or Orange Prairie Rd, the sidewalk and bicycle pathway networks are heavily used. Allen Rd shows a dirt pathway where many residents have worn a path where no sidewalk existed. It is anticipated that each of the sites' daily counts could exceed 100/day, with much higher counts during warm weather months. Making a safe, accessible and efficient system will be a large community benefit increasing the quality of life in the area.

Allen Rd

Walking and cycling to/from Hickory Grove School, Northwoods Community Church, and all other nearby attractors will be significant draws for over 100 users/day.

Orange Prairie Rd

Walking and cycling to/from the Shoppes at Grand Prairie by the extensive residential zoned areas immediately south of War Memorial will have anticipated usage of well over 100 users/day.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

First and foremost, these two sub-projects will each complete their respective North-south corridors' pedestrian and bicycle pathways, each in excess of over 3 miles.

Allen Rd

Safety to elementary students going to/from Hickory Grove School will be significantly increased by relocating pedestrians to a pathway that is separated from the adjacent Allen Rd. Quality of Life will be significantly increased by providing this completed network.

Orange Prairie Rd

Safe, accessible sidewalks will be added to the east side of Orange Prairie Rd to provide a safe and comfortable pedestrian pathway between major retail (Shoppes at Grand Prairie, and Hyvee Grocery) and the residential areas immediately to the south. Furthermore, no CityLink transit access exists to the south of War Memorial Dr at Orange Prairie Rd, so this sidewalk network will provide access to residential areas gaining access to transit services in the shopping center, north of War Memorial Dr.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

2-Sites Pedestrian In-fill			
Funding			
Fiscal Year:			2018
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 30,672	\$ 7,668	\$ 38,340
Right of Way:	\$ 0	\$ 0	\$ 0
Construction:	\$ 80,715	\$ 20,179	\$ 100,894
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 111,387	\$ 27,847	\$ 139,234
Total Request:	\$ 111,387		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	5	
Documented Public Involvement	10	10	
Documented Community Support	10	2	
Connectivity	10	10	
Infrastructure and Facilities	10	7	
Safety Factors	10	10	
Project Schedule and Readiness	5	5	
Self-Scored Subtotal	85	69	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	69	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



Department of Public Works



September 21, 2018

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

Dear Mr. Miller,

On behalf of the City of Peoria, I respectfully submit the following application for the PPUATS Fiscal Years 2018-2020 Transportation Alternatives Program (TAP). The City is seeking funding from the FY 2020 TAP to install a multi-use trail on the north side of W Townline Road from Allen Road to the 2014-installed trail, approximately 1,400 feet east of Allen Road.

We feel that this project meets many of the stated FAST ACT and Envision HOI goals, as well as meeting the goals of the City's Comprehensive Plan, ADA Transition Plan, and Complete Streets Plan and will be an invaluable asset to all users. This sidewalk will provide a safe, accessible and efficient connection between two commercial corridors, focused around Allen Road/Townline Road and University Street/Pioneer Parkway. This project will encourage non-motorized transportation trips, which can help lower roadway congestions, fuel consumption and improve air emissions.

We thank you for your consideration and look forward to continue our efforts to increase the non-motorized safety throughout our community.

Please do not hesitate to contact me at 309-494-8811 or blewis@peoriagov.org if you have any questions or need any additional information.

Very truly yours,

A handwritten signature in blue ink that reads "Bill Lewis".

Bill Lewis, P.E.
City Engineer
City of Peoria

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855

TAP FY 2018-20 Project Location: W Townline Rd



Type	
	In Construction Bike Trail
	Proposed Bike Trail
	Existing Sidewalks

General Project Information		
Project Name:	Townline Rd - Bicycle Trail connections	
Submittal Date:	9/21/18	
Lead Agency:	City of Peoria	
Partner Agency/ies (if applicable):		
Project Type:	Bike Trail Installation	
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):		
<p>The purpose of this project is to provide safe and desirable access for pedestrians and non-motorized vehicles on bicycle trail areas. The proposed project will complete the effort to connect contiguous existing sections of bicycle trails in an area of W Townline Rd, between Allen Rd and University St, specifically on its north side for approximately 1,400 feet connection. This proposed trail connection will provide a level and accessible pathway for all users and provide access to residential areas, businesses, churches, the Northside Public Library, and transit locations. This project will provide better access to the portions of the existing trail systems on Allen Road and Townline Road, and to the current contract for trail on University St. This will improve the quality of life and safety for all users.</p> <p>Project Limits (See attached Map)</p> <p>The logical termini for the W Townline Rd bike trail project are from the NE Quadrant at Allen Rd & Townline Rd thence going ~1,400 feet east to end at the existing 9' wide bike trail. This would complete the trail network along Townline Rd.</p> <p>FAST ACT Goals This project will meet the following FAST ACT Goals:</p> <p>Safety: This project will provide safe pathways near transit stops and to/from residential and commercial properties. This project shall also provide some separated bike trails leaving generally 3-5 feet of green space for greater safety comfort. The project will provide an accessible route, which currently does not exist through this area. Providing bike trail will eliminate potential conflicts between motorized and non-motorized vehicles (and pedestrians), which makes the roadway system safer for all users.</p> <p>Congestion Reduction: Providing a safe and efficient bike trail on Townline Rd will encourage non-motorized trips, which will reduce vehicular trips and congestion on our roadways. The more bicycle-and-pedestrian friendly we make our community the more likely that motorists will opt to walk for commuting, as well as for recreation.</p> <p>System Reliability: Providing safe, efficient and accessible bikeways will provide better access for bicycles and pedestrians. This increased access will allow more people to commute by non-motorized means, as well as provide a pleasant recreational corridor. Transit users from commercial and employment areas in this industrial park need more reliable pathways to access CityLink services on Allen Rd and on University St.</p> <p>Freight Movement and Economic Vitality: Providing good non-motorized infrastructure will encourage non-motorized trips and reduce vehicle trips on major roadways. This reduction in vehicular trips will allow more efficient freight movement through the area. Additionally, providing a well-used bicycle trail system will allow better non-motorized access to nearby businesses.</p> <p>Environmental Sustainability: Providing a safe and efficient multi-use route will reduce vehicular trips by encouraging bicycle and pedestrian use. This will have the effect of reducing vehicular trips, which reduces both fuel consumption and vehicle emissions in the community. The reduction of vehicular trips has the long term benefit of allowing our existing roadways to withstand future growth or to be given road diets, which reduce impervious pavement and decreases maintenance costs.</p> <p>Envision HOI Goals This project will meet the following Envision HOI Goals:</p> <p>Safety, Security and Public Health:</p> <ul style="list-style-type: none"> • This project will improve safety for all transportation system users by: • Reducing physical barriers that impede safe bicycle/pedestrian travel • Utilizing existing right-of-way for non-motorized routes • Encourage pedestrian use for commuting to schools and work, as well as recreation • Provide non-motorized route connectivity 		
Project Location		
<i>Attach a map of the project location</i>		
Municipality:	City of Peoria	County: Peoria
Roadway or Trail	Bike Trail, W Townline Rd, north side	
Termini:	between Allen Rd and 1,400 feet east of Allen Rd	
(or) Intersection of:	Stadium	
Contact Person		
Name:	Bill Lewis	Agency: City of Peoria
Address:	3505 N Dries Ln	
City, State, Zip:	Peoria, IL 61604	
Phone:	309-494-8800	Email: blewis@peoriagov.org

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2019
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 66,026	\$ 16,507	\$ 82,533
Right of Way (50/50)	\$ 750	\$ 750	\$ 1,500
Construction (80/20)	\$ 173,754	\$ 43,438	\$ 217,192
Utilities (80/20)			\$ 0
Total	\$ 240,530	\$ 60,695	\$ 301,225
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 240,530		
Right of Way			
Describe any right of way acquisition involved with the project:			
Isolated Temporary Access Easements for driveway adjustments with 3 property owners.			
Utilities			
Describe any utility relocations involved with the project:			
Utility pedestals and handholes to be adjusted by Others. Fortunately, there are no anticipated utility pole or hydrant relocations needed. These will be minor, quick adjustments to be made by local groups that are highly responsive on similar City of Peoria projects.			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The purpose of the Townline Bike trail project is to provide safe and efficient bicycle and pedestrian access and to complete the nearby system. These system completions will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Long Range Transportation Plan and meets many of its goals. The goals which this project best fulfills are as follows:

Safety, Security and Public Health:

This project will improve safety for all transportation system users by:

- Reducing physical barriers that impede safe bicycle/pedestrian travel
- Utilizing existing right-of-way for non-motorized routes
- Encourage pedestrian use for commuting to schools and work, as well as recreation
- Provide non-motorized route connectivity

This project will facilitate healthy, active living by:

- Encouraging non-motorized travel
- Integrating expanded and improved bicycle and pedestrian facilities
- Reducing vehicular emissions by increasing non-vehicle commuting

Efficient and Resilient Transportation System

This project will reduce the cost of maintenance by:

- Encouraging non-motorized travel, which allows for road diets or prolongs the need for additional travel lanes.

This project will improve traffic flow by:

- Encouraging non-motorized travel, which reduces vehicular traffic on the roadway system

This project will reduce transportation demand by:

- Investing in the bicycle and pedestrian system to decrease traffic demand on the roadway system.

Accessibility and Multi-modal Connectivity

This project will improve transportation access for persons with disabilities by:

- Providing an accessible pedestrian system accessing major portions of the City

This project will improve and expand pedestrian and bicycle accommodations by:

- Expanding a continuous off-road system
- Providing efficient non-motorized access between major traffic generators
- Increase access to the non-motorized system

Environmental Sustainability

This project will improve air quality by:

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

Townline Rd Bicycle Trail

The purpose of the Bicycle trail project is to provide safe and efficient bicylce and pedestrian access and to complete the sidewalk/bikeway systems. These system completions will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Regional Bicycle Plan and meets several of its goals. The goals which this project best fulfills are as follows:

- Increase access to adjacent bicycle paths to the west on Allen Rd and to the east toward University St.

Select all that apply.



Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)



Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)



Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

The Townline Rd bicycle trail project increases non-motorized access to portions of the City of Peoria, encourages non-motorized transportation and improves the quality of life and safety for many of our citizens. By increasing access and safety for the community this project meets many of the goals as stated in the City of Peoria Comprehensive Plan, as follows:

- Reduce Crime: Providing a safe and efficient sidewalk/bikeway network will encourage biking and walking in the area, increasing local vibrancy. This extra vibrancy will create more people to detect any criminal activity, which may decrease such activity.
- Invest in our infrastructure and transportation: Creating a complete mobility network is an investment in our non-motorized infrastructure, which will encourage non-motorized transportation. This encouragement will help to decrease motorized transportation trips and decrease our reliance on cars. A decrease in motorized trips may lead to road diets, requiring less maintenance and deferred travel lane construction.
- Grow Peoria and Jobs: This project will increase non-motorized access from homes to work, school, shops and restaurants allowing people more opportunities. Additionally, a quality non-motorized system may attract new residents to the area.
- Reinvest in Neighborhoods: This project will be an investment to bring an amenity to a residential parts of Peoria, currently lacking this full connectivity.
- Support Sustainability: This project will encourage non-motorized trips for both commuting and recreation, and decrease the need to use motor vehicles to access all areas of the community.

Furthermore, the City of Peoria's ADA Transition Plan will see a good boost to effective ADA upgrades along a completed Townline Rd network.

The City of Peoria's Complete Streets Plan is also closely followed with this project in that creating safer walking and bicycling areas is highest priority to the City.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score:

10

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	City of Peoria	Organization 1:	Dunlap School District
Municipality 2:		Organization 2:	Pekin Park District

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score:

0

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

Formal public involvement took place for another nearby project, 2014's Townline Rd project, whereby business owners requested tht the City complete this long-term gap from Allen Rd to University St.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **5**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input type="checkbox"/> Letter #1:	Dunlap School District
<input type="checkbox"/> Letter #2:	Pekin Park District
<input type="checkbox"/> Letter #3:	
<input type="checkbox"/> Letter #4:	
<input type="checkbox"/> Letter #5:	

Community Support Score: **0**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>This project would fully complete the Townline Road pedestrian and bicycle accommodation between two arterial roads, University St and Allen Rd.</p> <p>This project would not only connect users to the retail centers on both University Street and Allen Road, but also connect those users to the transit networks and employment centers. Bicycle paths are being made from the intersection of Townline Road and University Street during the 2018 & 19 construction seasons. This project will connect to all of those amenities and services.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	3
Connectivity Score:	6
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input checked="" type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
Infrastructure and Facilities Score:	10
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input checked="" type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
Safety Factors Score:	10

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

Assuming this project can be authorized in FY 2020, the City of Peoria will solicit for Ph 1 & 2 Engineering, based on either federal QBS procedures or directly through our current Master Service Agreements to commence Ph 1 & 2 in early FY 2020, anticipating a late FY 2020 letting for Construction in early 2021. Initial estimations, utility locations, and planning have been completed by City Staff. The Ph 1 and 2 Engineering could move expeditiously on a bike trail installation project along Townline Rd.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **5**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	0
Documented Public Involvement	10	5
Documented Community Support	10	0
Connectivity	10	6
Infrastructure and Facilities	10	10
Safety Factors	10	10
Project Schedule and Readiness	5	5
Subtotal	85	56

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

Although no formal counts have been taken along Townline Rd, the 3.5' wide aggregate shoulders are well used. Walking along this roadway is not recommended on a 40 MPH signed roadway, also lacking illumination. It is anticipated that the site's daily count could be about 50/day, with much higher counts during warm weather months. Making a safe, accessible and efficient system will be a large community benefit increasing the quality of life in the area.

Walking and cycling to/from residential, employment centers along both Allen & University, access to transit services on Allen & University, and all other nearby attractors will be significant draws for over 100 users/day.

Incidentally, Walmart is on the west side of the Allen Rd & Townline intersection, sure to add pedestrian and bicycle trip generation to/from Townline Rd.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

First and foremost, this project will complete its east-west corridor's pedestrian and bicycle pathway between Arterial roadways. Quality of Life will be significantly increased by providing this completed network.

Safety is also paramount with such a bicycle trail installation. With this project, pedestrians will have a safe pathway in an area that they are already using.

Adherence to the City of Peoria ADA Transition Plan and the Complete Streets Plan shows that such an upgrade will be invaluable to the citizens and evolving infrastructure networks at the City of Peoria.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

Townline Rd - Bicycle Trail connections			
Funding			
Fiscal Year:			2019
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 66,026	\$ 16,507	\$ 82,533
Right of Way:	\$ 750	\$ 750	\$ 1,500
Construction:	\$ 173,754	\$ 43,438	\$ 217,192
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 240,530	\$ 60,695	\$ 301,225
Total Request:	\$ 240,530		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	0	
Documented Public Involvement	10	5	
Documented Community Support	10	0	
Connectivity	10	6	
Infrastructure and Facilities	10	10	
Safety Factors	10	10	
Project Schedule and Readiness	5	5	
Self-Scored Subtotal	85	56	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	56	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



Department of Public Works



September 21, 2018

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

Dear Mr. Miller,

On behalf of the City of Peoria, I respectfully submit the following application for the PPUATS Fiscal Years 2018-2020 Transportation Alternatives Program (TAP). The City is seeking funding from the FY 2018 TAP to install sidewalk on the east side of N Allen Road from Wilhelm Road to 325 feet northerly and also on the east side of N Orange Prairie Road from Landens Way to War Memorial Dr/US 150.

We feel that this project meets many of the stated FAST ACT and Envision HOI goals, as well as meeting the goals of the City's Comprehensive Plan, ADA Transition Plan, and Complete Streets Plan and will be an invaluable asset to all users. These sidewalks will provide safe, accessible and efficient connections between residential areas and commercial, schools, and churches. This connectivity will encourage non-motorized transportation trips, which can help lower roadway congestions, fuel consumption and improve air emissions.

We thank you for your consideration and look forward to continue our efforts to increase the non-motorized safety throughout our community.

Please do not hesitate to contact me at 309-494-8811 or blewis@peoriagov.org if you have any questions or need any additional information.

Very truly yours,

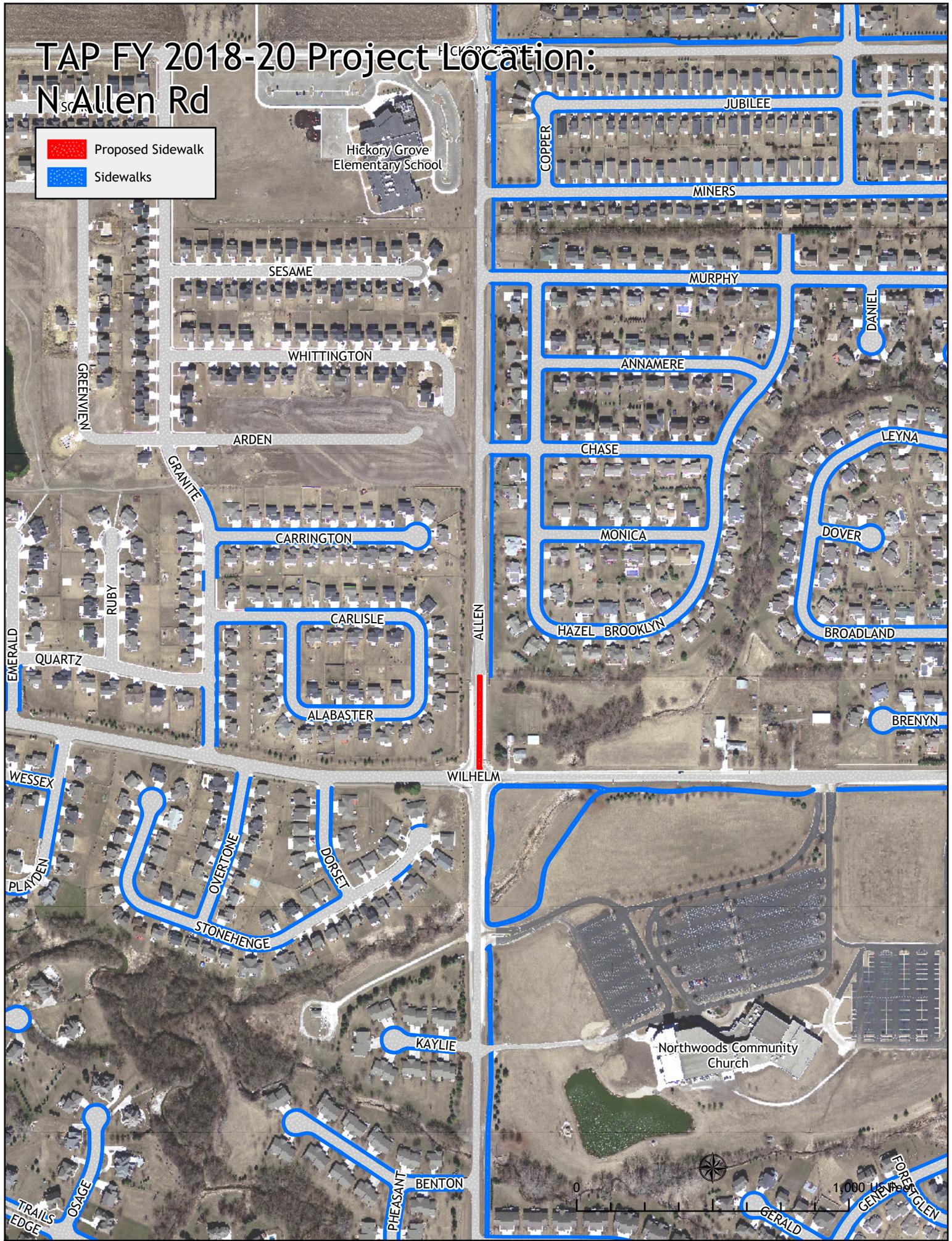
A handwritten signature in blue ink that reads "Bill Lewis".

Bill Lewis, P.E.
City Engineer
City of Peoria

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855

TAP FY 2018-20 Project Location: N Allen Rd

 Proposed Sidewalk
 Sidewalks



TAP FY 2018-20 Project Location: N Orange Prairie Rd

AMERICAN PRAIRIE

 Proposed Sidewalk
 Sidewalks

Methodist College

Hy-vee

Gordmans

HGS

Starbucks

Hy-vee Gas

GRAND PRAIRIE

The Shoppes at Grand Prairie

ORANGE PRAIRIE

WAR MEMORIAL

SUMMER SHADE ROUTE 91

CEFCU

Country Inn

LANDENS

HOLIDAY

THOMAS DAVIS

STALLWORTH

FLAGSTONE

ADKINS



Dunlap Community Unit School District #323



Dr. Lisa Parker, *Interim Superintendent*
Mrs. Karen Beverlin, *Director of Business Services*

Mrs. Ali Bond, *Director of Student Services*
Mr. Erik Christian, *Director of Human Resources*

September 19, 2018

Stephen M. Letsky, PE

Public Works Dept.

3505 N. Dries Ln

Peoria, IL 61604

To whom It May Concern:

The Dunlap School District Transportation Department would like to support the use of federal funds to complete sidewalk installation along Allen Road in the area of Hickory Grove School. We believe this would be an important safety upgrade as well as enhancing walking, running and biking opportunities in that area.

Sincerely,

A handwritten signature in black ink that reads 'Duane Peterson'. The signature is written in a cursive style.

Duane Peterson, Transportation Director

Dunlap CUSD #323



General Project Information			
Project Name:	Willow Knolls Rd - Pedestrian Accomodations		
Submittal Date:	9/21/18		
Lead Agency:	City of Peoria		
Partner Agency/ies (if applicable):			
Project Type:	Sidewalk Installation		
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):			
<p>The purpose of this project is to provide safe and desirable access for pedestrians and non-motorized vehicles on sidewalk areas. The proposed project will complete the effort to connect contiguous existing sections of sidewalk and bicycle trails in an area of W Willow Knolls Rd, between Allen Rd and University St, specifically on its south side for approximately 2,100 feet connection. This proposed sidewalk connection will provide a level and accessible pathway for all users and provide access to residential areas, businesses, churches, YMCA, and transit locations. This project will provide better access to the portions of the existing sidewalk systems and improve the quality of life and safety for all users.</p> <p>Project Limits (See attached Map)</p> <p>The logical termini for the Willow Knolls Rd sidewalk project are from the project limits of the ongoing Allen & Willow Knolls Intersection project, near mid-lot of 2322 W Willow Knolls thence going east to end at the existing University St sidewalks. This would complete the sidewalk network along Willow Knolls Rd.</p> <p>FAST ACT Goals This project will meet the following FAST ACT Goals:</p> <p>Safety: This project will provide safe pedestrian pathways near schools (Peoria Academy), and to/from residential and commercial properties. This project shall also provide some separated sidewalks, leaving generally 3-5 feet of green space for greater safety comfort. The projects will provide accessible routes, which currently do not exist through this area. Providing sidewalks will eliminate potential conflicts between motorized and non-motorized vehicles (and pedestrians), which makes the roadway system safer for all users.</p> <p>Congestion Reduction: Providing a safe and efficient sidewalk on Willow Knolls Rd will encourage non-motorized trips, which will reduce vehicular trips and congestion on our roadways. The more pedestrian friendly we make our community the more likely that motorists will opt to walk for commuting, as well as for recreation.</p> <p>System Reliability: Providing safe, efficient and accessible sidewalks will provide better access for pedestrians. This increased access will allow more people to commute by non-motorized means, as well as provide a pleasant recreational corridor. Transit users from apartments and other residential areas along Willow Knolls need more reliable pathways to access CityLink services on Allen Rd and on University St.</p> <p>Freight Movement and Economic Vitality: Providing good non-motorized infrastructure will encourage non-motorized trips and reduce vehicle trips on major roadways. This reduction in vehicular trips will allow more efficient freight movement through the area. Additionally, providing a well-used sidewalk system will allow better non-motorized access to nearby businesses.</p> <p>Environmental Sustainability: Providing a safe and efficient pedestrian route will reduce vehicular trips by encouraging pedestrian use. This will have the effect of reducing vehicular trips, which reduces both fuel consumption and vehicle emissions in the community. The reduction of vehicular trips has the long term benefit of allowing our existing roadways to withstand future growth or to be given road diets, which reduce impervious pavement and decreases maintenance costs.</p> <p>Envision HOI Goals This project will meet the following Envision HOI Goals:</p> <p>Safety, Security and Public Health:</p> <p>This project will improve safety for all transportation system users by:</p> <ul style="list-style-type: none"> • Reducing physical barriers that impede safe bicycle/pedestrian travel • Utilizing existing right-of-way for non-motorized routes • Encourage pedestrian use for commuting to schools and work, as well as recreation • Provide non-motorized route connectivity 			
Project Location			
<i>Attach a map of the project location</i>			
Municipality:	City of Peoria	County:	Peoria
Roadway or Trail	W Willow Knolls Rd, south side, Allen Rd to University St: Sidewalk for appx 2,100 feet		
Termini:	653 feet east of Allen Rd to University St		
(or) Intersection of:	Stadium		
Contact Person			
Name:	Bill Lewis	Agency:	City of Peoria
Address:	3505 N Dries Ln		
City, State, Zip:	Peoria, IL 61604		
Phone:	309-494-8800	Email:	blewis@peoriagov.org

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2019
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 61,631	\$ 15,408	\$ 77,039
Right of Way (50/50)	\$ 750	\$ 750	\$ 1,500
Construction (80/20)	\$ 162,188	\$ 40,547	\$ 202,735
Utilities (80/20)			\$ 0
Total	\$ 224,569	\$ 56,705	\$ 281,274
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 224,569		
Right of Way			
Describe any right of way acquisition involved with the project:			
N/A - to stay purely within existing ROW			
Utilities			
Describe any utility relocations involved with the project:			
Several handholes and junction boxes to be adjusted by Others. These will be minor, quick adjustments to be made by local groups that are highly responsive on similar City of Peoria projects.			

Project Evaluation Scoring Criteria

Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.

SELF-SCORED POINTS

A project may receive up to 85 points by answering all questions in this section.

Regional Planning Documents (Maximum 10 Points)

Is this project consistent with the goals and objectives of *Envision HOI: Heart of Illinois Long-Range Transportation Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

The purpose of the Willow Knolls project is to provide safe and efficient pedestrian access and to complete the system. System completion will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Long Range Transportation Plan and meets many of its goals. The goals which this project best fulfills are as follows:

Safety, Security and Public Health:

This project will improve safety for all transportation system users by:

- Reducing physical barriers that impede safe bicycle/pedestrian travel
- Utilizing existing right-of-way for non-motorized routes
- Encourage pedestrian use for commuting to schools and work, as well as recreation
- Provide non-motorized route connectivity

This project will facilitate healthy, active living by:

- Encouraging non-motorized travel
- Integrating expanded and improved bicycle and pedestrian facilities
- Reducing vehicular emissions by increasing non-vehicle commuting

Efficient and Resilient Transportation System

This project will reduce the cost of maintenance by:

- Encouraging non-motorized travel, which allows for road diets or prolongs the need for additional travel lanes.

This project will improve traffic flow by:

- Encouraging non-motorized travel, which reduces vehicular traffic on the roadway system

This project will reduce transportation demand by:

- Investing in the bicycle and pedestrian system to decrease traffic demand on the roadway system.

Accessibility and Multi-modal Connectivity

This project will improve transportation access for persons with disabilities by:

- Providing an accessible pedestrian system accessing major portions of the City

This project will improve and expand pedestrian and bicycle accommodations by:

- Expanding a continuous off-road system
- Providing efficient non-motorized access between major traffic generators
- Increase access to the non-motorized system

Environmental Sustainability

This project will improve air quality by:

- Encouraging non-motorized trips for both commuting and recreation.

Is this project consistent with the goals and objectives of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*? Provide a brief narrative and identify the goals and objectives that relate to the project.

Willow Knolls

The purpose of the Willow Knolls Project is to provide safe and efficient pedestrian access and to complete the sidewalk/bikeway systems. System completion will encourage greater use of non-motorized transportation for commuting to work and school, shopping and dining out and for recreation, by providing greater non-motorized access to more of the region. As such, the project is consistent with the Envision HOI: Heart of Illinois Regional Bicycle Plan and meets several of its goals. The goals which this project best fulfills are as follows:

- Increase access to adjacent bicycle and pedestrian paths between Allen Rd and University Street, specifically the bike paths on Allen Rd immediately west of the proposed project termini.

Select all that apply.



Project is consistent with the goals and objectives outlined in *Envision HOI*. (5 points)



Project is consistent with the goals and objectives outlined in *BikeConnect HOI*. (5 points)



Project is NOT consistent with the goals and objectives of either plan. (0 points)

Regional Planning Documents Score:

10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

The Willow Knolls sidewalk project increases non-motorized access to portions of the City of Peoria, encourages non-motorized transportation and improves the quality of life and safety for many of our citizens. By increasing access and safety for the community this project meets many of the goals as stated in the City of Peoria Comprehensive Plan, as follows:

- Reduce Crime: Providing a safe and efficient sidewalk/bikeway network will encourage biking and walking in the area, increasing local vibrancy. This extra vibrancy will create more people to detect any criminal activity, which may decrease such activity.
- Invest in our infrastructure and transportation: Creating a complete pedestrian network is an investment in our non-motorized infrastructure, which will encourage non-motorized transportation. This encouragement will help to decrease motorized transportation trips and decrease our reliance on cars. A decrease in motorized trips may lead to road diets, requiring less maintenance and deferred travel lane construction.
- Grow Peoria and Jobs: This project will increase non-motorized access from homes to work, school, shops and restaurants allowing people more opportunities. Additionally, a quality non-motorized system may attract new residents to the area.
- Reinvest in Neighborhoods: This project will be an investment to bring an amenity to a residential parts of Peoria, currently lacking this full connectivity.
- Support Sustainability: This project will encourage non-motorized trips for both commuting and recreation, and decrease the need to use motor vehicles to access all areas of the community.

Furthermore, the City of Peoria's ADA Transition Plan will see a good boost to effective ADA upgrades.

The City of Peoria's Complete Streets Plan is also closely followed with this project in that creating safer walking areas is highest priority to the City.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score:

10

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	City of Peoria	Organization 1:	CityLink
Municipality 2:	Peoria County	Organization 2:	Pekin Park District

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score:

10

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

Formal public involvement took place for another nearby project, 2018's Allen Rd & Willow Knolls Intersection project, whereby residents stressed to complete this long-term gap from Allen Rd to University St.

Willow Knolls Rd Sidewalk
 During the late winter/early Spring 2018 Public Meetings for Allen Rd & Willow Knolls Rd Intersection, residents were asking to complete the half-mile stretch of sidewalk on Willow Knolls Rd, between Allen Rd & University St. At the time, staff had to balance the intersection work's budget and limit any sidewalk work associated with the intersection to only go 635 feet east of the intersection.

City staff and Peoria County Highway Department have discussed these improvements, and the County is supportive of cooperation to get these improvements made.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **5**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	Peoria County
<input checked="" type="checkbox"/> Letter #2:	CityLink
<input type="checkbox"/> Letter #3:	
<input type="checkbox"/> Letter #4:	
<input type="checkbox"/> Letter #5:	

Community Support Score: **4**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>This project would fully complete the Willow Knolls pedestrian accommodation between two arterial roads, University St and Allen Rd.</p> <p>This project would not only connect residents to the retail centers on both University Street and Allen Road, but also connect those residents to the transit networks, employment centers, the Post Office on University Street, the YMCA, and a safe route in proximity to Peoria Academy, ICC campus on University St, as well as Richwoods High School. Bicycle paths are being made at the intersection of Allen Rd & Willow Knolls during the 2018 construction season. Future upgrades to surrounding areas may result in bicycle paths widened to the north. This project will connect to all of those amenities and services.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	<p>5 or more</p>
<p>Connectivity Score:</p>	<p>10</p>
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input checked="" type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
<p>Infrastructure and Facilities Score:</p>	<p>10</p>
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input checked="" type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
<p>Safety Factors Score:</p>	<p>10</p>

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

Assuming this project can be authorized in FY 2019, the City of Peoria will solicit for Ph 1 & 2 Engineering, based on either federal QBS procedures or directly through our current Master Service Agreements to commence Ph 1 & 2 in 2nd quarter 2019, anticipating a FY 2019 letting for Construction in late 2019 or early 2020. Initial estimations, utility locations, and planning have been completed by City Staff. Initial coordination has also begun between City of Peoria and Peoria County for this project. The Ph 1 and 2 Engineering could move expeditiously on a sidewalk installation project along Willow Knolls Rd.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **5**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	10
Documented Public Involvement	10	5
Documented Community Support	10	4
Connectivity	10	10
Infrastructure and Facilities	10	10
Safety Factors	10	10
Project Schedule and Readiness	5	5
Subtotal	85	74

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

Although no formal counts have been taken along Willow Knolls Rd, the 3.5' wide aggregate shoulders are well used. Walking along this roadway is not recommended on a 40 MPH signed roadway, also lacking illumination. It is anticipated that each of the sites' daily counts could exceed 100/day, with much higher counts during warm weather months. Making a safe, accessible and efficient system will be a large community benefit increasing the quality of life in the area.

Walking and cycling to/from residential apartments and homes, employment centers along Allen & University, access to transit services on Allen & University, and all other nearby attractors will be significant draws for over 100 users/day.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

First and foremost, this project will complete its east-west corridor's pedestrian and bicycle pathway between Arterial roadways. Quality of Life will be significantly increased by providing this completed network.

Safety is also paramount with such a sidewalk installation. With this project, pedestrians will have a safe pathway in an area that they are already using in unsafe walking practices.

Adherence to the City of Peoria ADA Transition Plan and the Complete Streets Plan shows that such an upgrade will be invaluable to the citizens and evolving infrastructure networks at the City of Peoria.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

TAP Submission Summary for

Willow Knolls Rd - Pedestrian Accomodations			
Funding			
Fiscal Year:			2019
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 61,631	\$ 15,408	\$ 77,039
Right of Way:	\$ 750	\$ 750	\$ 1,500
Construction:	\$ 162,188	\$ 40,547	\$ 202,735
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 224,569	\$ 56,705	\$ 281,274
Total Request:	\$ 224,569		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	10	
Documented Public Involvement	10	5	
Documented Community Support	10	4	
Connectivity	10	10	
Infrastructure and Facilities	10	10	
Safety Factors	10	10	
Project Schedule and Readiness	5	5	
Self-Scored Subtotal	85	74	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	74	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



Department of Public Works



September 21, 2018

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

Dear Mr. Miller,

On behalf of the City of Peoria, I respectfully submit the following application for the PPUATS Fiscal Years 2018-2020 Transportation Alternatives Program (TAP). The City is seeking funding from the FY 2019 TAP to install sidewalk on the south side of Willow Knolls Road from Allen Road to University Street. This project is a joint City of Peoria and Peoria County effort, with the City acting as the lead agency.

We feel that this project meets many of the stated FAST ACT and Envision HOI goals, as well as meeting the goals of the City's Comprehensive Plan, ADA Transition Plan, and Complete Streets Plan and will be an invaluable asset to all users. This sidewalk will provide a safe, accessible and efficient connection between two commercial corridors and will encourage non-motorized transportation trips, which can help lower roadway congestions, fuel consumption and improve air emissions.

We thank you for your consideration and look forward to continue our efforts to increase the non-motorized safety throughout our community.

Please do not hesitate to contact me at 309-494-8811 or blewis@peoriagov.org if you have any questions or need any additional information.

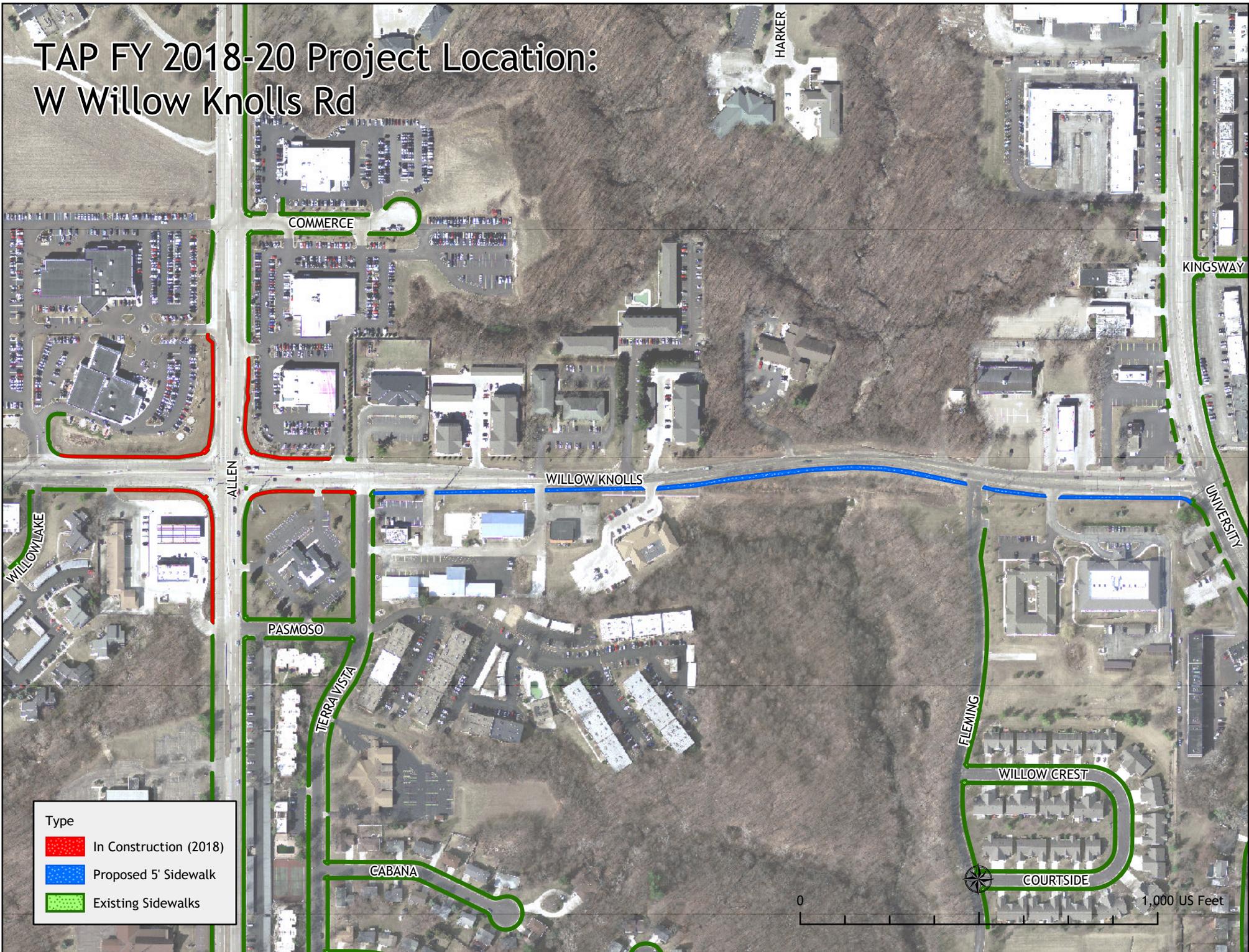
Very truly yours,

A handwritten signature in blue ink that reads "Bill Lewis".

Bill Lewis, P.E.
City Engineer
City of Peoria

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855

TAP FY 2018-20 Project Location: W Willow Knolls Rd





September 21, 2018

Mr. Bill Lewis
Peoria City Engineer
Peoria, IL

RE: Pedestrian Pathway

The Greater Peoria Mass Transit District (GPMTD) is writing this letter to support the installation of a pedestrian pathway along Willow Knolls Road to enhance and improve pedestrian access for residents and transit riders. This installation will address safety and accessibility concerns from local agencies, employers and pedestrians that walk along the area, for transit use and recreational walking.

Sincerely,

A handwritten signature in black ink that reads "John Anderson".

John Anderson,
Assistant General Manager
Greater Peoria Mass Transit District CityLink

Board of Trustees

Art Bell
Chair

Jennifer Lee
Vice Chair

Maxine Wortham
Treasurer

Sharon McBride
Secretary

Joan Krupa
Trustee

Doug Roelfs, General Manager



PEORIA COUNTY HIGHWAY DEPARTMENT

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

September 20, 2018

Mr. Bill Lewis, P.E.
City Engineer
City of Peoria Public Works Department
3505 N. Dries Lane
Peoria, IL 61604

Dear Mr. Lewis:

The Peoria County Highway Department supports your consideration of installing a pedestrian pathway alongside West Willow Knolls Road that would ultimately lead to a complete pedestrian network between Allen Road and University Street.

Such an installation would provide a safe thoroughfare in an area that regularly sees pedestrians walking to/from transit stops, the nearby YMCA, and employment areas alongside Allen Road, University Street, and Willow Knolls Road.

If you have any questions, please do not hesitate to contact me.

Respectfully,

Amy Benecke McLaren, P.E.
County Engineer

General Project Information			
Project Name:	US Business Route 24 Shared Use Path Construction		
Submittal Date:	9/19/2018		
Lead Agency:	City of Washington		
Partner Agency/ies (if applicable):	N/A		
Project Type:	Shared Use Path Construction		
Description of project in relation to the goals of the FAST Act and Envision HOI (see instructions):			
<p>This project will construct an approximately 0.5-mile eight-foot wide shared use path on the north side of US Business Route 24 (Washington Road) from Gillman Avenue to Eagle Avenue. This will ensure dedicated pedestrian access along a busy arterial road. This is the majority of the only remaining gap without any pedestrian facilities on at least one side of the street on the Business 24/IL Route 8 corridor in Washington. Much of this area was annexed into the city limits in 2001 and was established long before the construction of pedestrian facilities were given as much priority as they are today. It will connect with existing sidewalk to the west of Gillman and come within about 400 feet of connecting with an existing sidewalk to the east of Eagle. Central Intermediate and Primary Schools are located just north of the proposed project and this would connect to an existing recreation trail located at the McDonald's on Business 24 that leads to the two schools. This project meets the goals of the FAST Act and Envision HOI by reducing bicycle/pedestrian and motor vehicle crashes as well as reducing gaps in the existing sidewalk system. An eight-foot wide shared use path is planned due to the difficulty and substantial cost increase to cross an existing large culvert between Gillman and Elgin Avenue as well as difficult terrain to the east of W. Jefferson Street within the project limits.</p>			
Project Location			
<i>Attach a map of the project location</i>			
Municipality:	City of Washington	County:	Tazewell
Roadway or Trail	US Business Route 24 (Washington Road)		
Termini:	Gillman Avenue to Eagle Avenue		
(or) Intersection of:			
Contact Person			
Name:	Ed Andrews, ILPE	Agency:	City of Washington
Address:	301 Walnut St.		
City, State, Zip:	Washington, IL 61571		
Phone:	(309)444-1136	Email:	eandrews@ci.washington.il.us

Project Funding			
<i>Indicate preferred fiscal year for funding using the drop-down and fill in the funding table.</i>			
<i>Note: Maximum TAP funds request is \$293,959</i>		Fiscal Year:	2018
Category (federal %/local %)	TAP Funds	Local Funds	Total
Engineering (80/20)	\$ 48,993	\$ 20,770	\$ 69,763
Right of Way (50/50)	\$ 0	\$ 0	\$ 0
Construction (80/20)	\$ 244,966	\$ 103,849	\$ 348,815
Utilities (80/20)	\$ 0	\$ 0	\$ 0
Total	\$ 293,959	\$ 124,619	\$ 418,578
*** Total TAP Funding Requested ***			
<i>Total Request must not exceed TAP Funds total above.</i>			
Total Request:	\$ 293,959		
Right of Way			
Describe any right of way acquisition involved with the project:			
All of the necessary right-of-way has previously been dedicated on US Business Route 24 (Washington Road). This road is under the jurisdiction of the Illinois Department of Transportation.			
Utilities			
Describe any utility relocations involved with the project:			
No utilities are anticipated to be relocated as a result of this project aside from a few electrical service poles in anticipation of the construction of the shared use path.			

Project Evaluation Scoring Criteria	
<p><i>Project scoring is divided into two sections. Self-Scored Points (up to 85) are generated based on grant information provided by the applicant in the spaces below. Project Points (up to 15) will be awarded by the Review Subcommittee based on the narratives filled in by the applicant later in this document.</i></p>	
SELF-SCORED POINTS	
<p><i>A project may receive up to 85 points by answering all questions in this section.</i></p>	
Regional Planning Documents (Maximum 10 Points)	
<p>Is this project consistent with the goals and objectives of <i>Envision HOI: Heart of Illinois Long-Range Transportation Plan</i>? Provide a brief narrative and identify the goals and objectives that relate to the project.</p>	
<p>This project is consistent with many of the goals and strategies in the <i>Envision HOI: Heart of Illinois Long-Range Transportation Plan</i>. The project will provide for alternative transportation options for people throughout the region. Those goals that best relate to this project include: (1) Improve and expand pedestrian and bicyclist accommodations; and (2) Reduce household transportation costs. Strategies that this project is consistent with include: (1) 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; and (2) Provide transportation mode choices including public transit, bicycling, walking, and ridesharing.</p>	
<p>Is this project consistent with the goals and objectives of <i>BikeConnect HOI: Heart of Illinois Regional Bicycle Plan</i>? Provide a brief narrative and identify the goals and objectives that relate to the project.</p>	
<p>This project is consistent with the goals and objectives of <i>BikeConnect HOI: Heart of Illinois Regional Bicycle Plan</i>. This project will help provide bicycle accommodations which are not possible today due to the off-road terrain and lack of a shoulder on the four-lane US Business Route 24. Those goals and objectives that best relate to this project include: (1) Promote the efforts of Washington and other communities to become a designated Bicycle Friendly Community from the League of American Bicyclists so that other communities could pursue this effort; and (2) Coordinate with IDOT on the development of bicycle facilities on roadways under IDOT jurisdiction, both as part of roadway reconstruction projects and as stand-alone projects.</p>	
<p>Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project is consistent with the goals and objectives outlined in <i>Envision HOI</i>. (5 points)</p> <p><input checked="" type="checkbox"/> Project is consistent with the goals and objectives outlined in <i>BikeConnect HOI</i>. (5 points)</p> <p><input type="checkbox"/> Project is NOT consistent with the goals and objectives of either plan. (0 points)</p>	
Regional Planning Documents Score:	10

Local Long-Range or Comprehensive Plan (Maximum 10 Points)

Is the project consistent with the goals and objectives of the jurisdiction’s long-range plan or comprehensive plan? Provide a brief narrative and identify the goals and objectives that relate to the project.

Both the City of Washington Comprehensive Plan and the Washington Park District Comprehensive Master Plan refer to determining locations for recreation trails that connect with existing and future residential, commercial, and institutional uses. The City of Washington plan specifically refers to completing this connection on Washington Road while the Park District plan more generally refers to filling in gaps in the recreation trail network. The plans both refer to seeking funding for trail development. The City of Washington recreation trail map identifies this as a priority for construction. The Park District plan identifies the need to implement new trail links to connect park and school sites. This trail will come close to linking Central Intermediate and Primary Schools, which currently has limited pedestrian access from the south.

Select one below.

- Project is consistent with goals/objectives of the local long-range of comprehensive plan. (10 points)
- Project is NOT consistent with goals/objectives of the local long-range of comprehensive plan. (0 points)

Local Planning Documents Score: **10**

Co-Sponsorship (Maximum 10 Points)

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project. Attach as a separate file a letter from each co-sponsor indicating their interest in the project.

Municipality 1:	City of Washington	Organization 1:	Washington Park District
Municipality 2:		Organization 2:	

Select one below.

- Project involves more than one other municipality or organization. (10 points)
- Project involves one other municipality or organization. (5 points)
- Project does not involve any other municipality or organization beyond my own. (0 points)

Co-Sponsorship Score: **5**

Documented Public Involvement (Maximum 10 Points)

Has a documented public involvement process been completed for the project? Provide a summary of the documented public involvement process that was used for the project and attach separately any public notices related to the public involvement process.

The Washington Park District Comprehensive Master Plan included a variety of means for the public to provide input. This included reaching out to various stakeholders and an online survey that any citizen could complete. Following the announcement of the Call for Projects, the Washington Public Works Committee met on August 6, 2018, to discuss this program. It recommended that staff proceed with an application for TAP funding assistance for this project.

Select one below.

- Project was discussed at an advertised public hearing, forum, or other outreach session. (10 points)
- Project was discussed at an open city, county, or other board meeting. (5 points)
- Project has no documented public involvement. (0 points)

Public Involvement Score: **10**

Documented Community Support (Maximum 10 Points)

Did the project receive letters of support from other entities such as neighboring communities, community organizations, individuals, or businesses? For each letter, check the "Letter #__" box below and identify the entity that wrote it. Attach any letter(s) as a separate PDF document.

Letter of Support	Letter is from...
<input checked="" type="checkbox"/> Letter #1:	City of Washington - Gary Manier, Mayor
<input checked="" type="checkbox"/> Letter #2:	Washington Park District - Brian Tibbs, Executive Director
<input checked="" type="checkbox"/> Letter #3:	Russell's Cycling & Fitness - Joe Russell, Owner
<input checked="" type="checkbox"/> Letter #4:	Washington District 51 - Dale Heidbreder, Superintendent
<input checked="" type="checkbox"/> Letter #5:	McDonald's - Mary and Paul Breznay, Owners

Community Support Score: **10**

Connectivity (Maximum 10 Points)	
<p>Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Provide a narrative listing all types of connections that the project will make.</p>	
<p>The project further facilitates the use of alternative modes of transportation throughout Washington. It will connect an existing retail center on the US Business Route 24 corridor in the heart of Washington. Additionally, it will serve as an eventual connection to Central Intermediate and Primary Schools. The City has been working with District 51 to submit a Safe Routes to School application later this year to construct sidewalks connecting the schools with homes in the Washington Estates subdivision, which is located just north of this proposed project. This area has historically been bereft of pedestrian accommodations and the City has made providing such alternative transportation a priority. A shared path was constructed in the 1990's starting from the north side of McDonald's, which is located on the north side of Business Route 24 and is within the limits of this project. The shared use path would connect with a sidewalk west of Gillman Avenue that can be widened to a shared use path in the future and would connect with other trails further west. This project would also nearly connect to an existing sidewalk to the east of Eagle Avenue, which is in place all the way to the eastern city limits.</p>	
<p>Use the drop-down to indicate the number of connections listed in your narrative. Two points will be awarded per connection type, for a maximum of 10 points.</p>	<p>5 or more</p>
<p>Connectivity Score:</p>	<p>10</p>
Infrastructure and Facilities (Maximum 10 Points)	
<p>Does the project provide bicycle, pedestrian, or transit infrastructure and facilities? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project connects to an <u>existing</u> bicycle, pedestrian, or trail network. (6 points)</p> <p><input checked="" type="checkbox"/> Project connects to a <u>future</u> bicycle, pedestrian, or transit network. (3 points)</p> <p><input checked="" type="checkbox"/> Project includes any one of the following enhancements or support facilities: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, trees, flowers, transit shelter. (1 point)</p> <p><input type="checkbox"/> Project will NOT include any additional enhancements or facilities. (0 points)</p>	
<p>Infrastructure and Facilities Score:</p>	<p>10</p>
Safety Factors (Maximum 10 Points)	
<p>Does the project improve safety conditions in the regional transportation system? Select all that apply.</p>	
<p><input checked="" type="checkbox"/> Project identifies and corrects a public safety problem/situation at a specific location (4 points)</p> <p><input checked="" type="checkbox"/> Project is a separate path, not immediately adjacent to a roadway. (3 points)</p> <p><input checked="" type="checkbox"/> Project connects to locations previously inaccessible to bicycle, pedestrians, or transit. (3 points)</p> <p><input type="checkbox"/> Project does NOT address any of the above safety factors. (0 points)</p>	
<p>Safety Factors Score:</p>	<p>10</p>

Project Schedule and Readiness (Maximum 5 Points)

Does the project have a set schedule for completion, should it be awarded funds? Has any planning or preliminary engineering been done toward the project? Provide a summary or brief narrative of the project schedule and list any preliminary work that has been completed for the project.

City of Washington staff have spent considerable time reviewing the topography within the project area and has consulted with IDOT officials on the potential construction within its right-of-way. While engineering is not complete, a detailed cost estimate has been completed to offer a realistic analysis of the funding required to complete this project. The City has a history of being able to complete grant-funded projects on-time while meeting all IDOT and FHWA requirements. Staff would intend to have the project completed within the sunset window following whichever of the fiscal years this would begin.

Select all that apply below.

- Project has a schedule for engineering, construction, and project completion. (3 points)
- Planning and/or preliminary engineering has been completed for the project. (2 points)
- The project presently has no schedule and no preliminary work has been completed. (0 points)

Schedule and Readiness Score: **5**

SELF-SCORED CRITERIA SUMMARY

This is the end of the self-scored portion of the TAP application. Below is summary of your project's Self-Scored Points and subtotal. When you are ready, go to the following page to complete the Project Points section.

Criterion	Max Points Available	This Project Scored
Regional Planning Documents	10	10
Local Long-Range or Comprehensive Plan	10	10
Co-Sponsorship	10	5
Documented Public Involvement	10	10
Documented Community Support	10	10
Connectivity	10	10
Infrastructure and Facilities	10	10
Safety Factors	10	10
Project Schedule and Readiness	5	5
Subtotal	85	80

PROJECT POINTS

This section contains two prompts regarding your project: Anticipated Usage and Public Value. Use the boxes below for your answers. If you need more space, attach a PDF or Word document with your entire response(s).

Anticipated Usage

How many users do you anticipate? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The Review Committee will assign a score of 1 through 10 based on the projected usage of the facility.

The attached Strava heat map shows a clear reduction in bicyclists or pedestrians on US Business Route 24 east of Gillman Avenue. This is undoubtedly due to the fact that there is no sidewalk, shared use path, or even a widened shoulder for people to utilize. It is not very safe for bicyclists or pedestrians to be on a road with an ADT of 18,500. We anticipate considerably more users, potentially up to 100 users per peak hour. While industry literature does not yield a readily available direct correlation of bike riders or pedestrians to ADT, another reasonable expectation of the proposed usage could be estimated as a minimum of 2% of the roadway's ADT. Based on the current ADT, 370 bicyclists would seem to be a conservative prediction for a typical day. According to the IDOT Local Roads and Streets Manual (attached), an eight-foot wide two-way shared use path is appropriate when up to 100 users per peak hour is the anticipated volume. The path would provide better access to the adjacent homes, businesses, and Central Intermediate and Primary Schools, which are located just north of the project limits.

Public Value

What will the project bring into the community or general area and the value of it? Examples include tourism dollars, quality of life, etc. The Review Committee will assign a score of 1 through 5 based on the projected public value of the facility.

The City of Washington has put an emphasis on quality of life through projects like Five Points Washington and other the construction of other parks and recreation trails. The project will have a direct fiscal impact, as users will have better access to the existing retail stores located on the US Business 24 corridor. It will also help improve access to Central Intermediate and Primary Schools, which are located just north of the project area within the Washington Estates subdivision. The project will provide another recreation amenity by help bridge the gap on the only part of the Business 24/IL Route 8 corridor within the city limits that does not have pedestrian accommodations on at least one side of the street. The project limits are located directly in the path of the 2013 tornado. While much of the rebuilding is complete within this area, the City Council made it one of its priorities after the event to construct modern infrastructure in and near Washington Estates, which the neighborhood currently lacks as a subdivision largely built from the 1950's to the 1970's that was not annexed into the city until 2001. This path would further help reach this goal while providing a necessary connection to other parts of the city.

Congratulations! You have completed the PPUATS FY2018-2020 Transportation Alternatives (TAP) application for your project. A summary of your submission is on the following page. Your project's total score will be calculated once the Review Committee assigns Project Points.

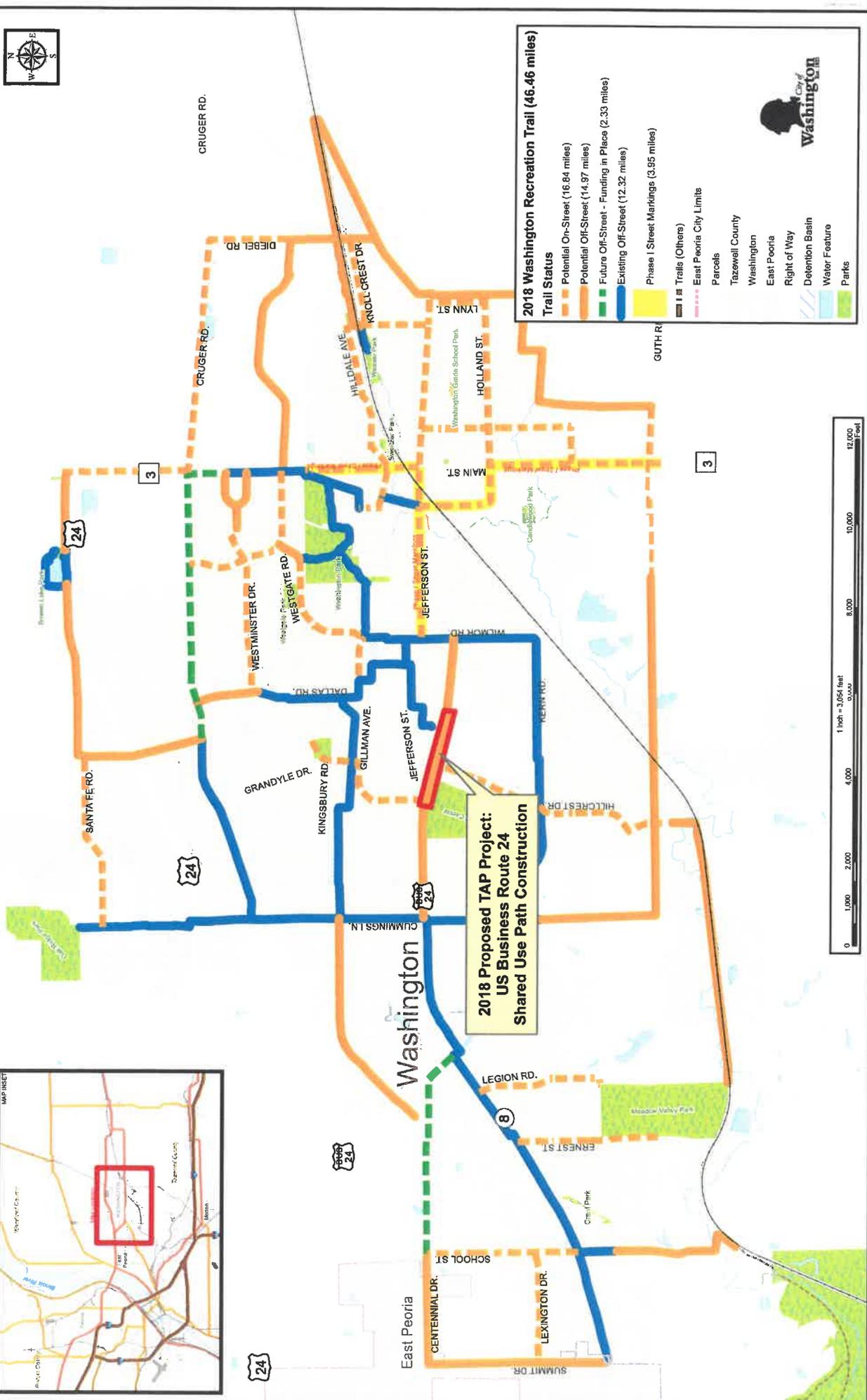
TAP Submission Summary for

US Business Route 24 Shared Use Path Construction			
Funding			
Fiscal Year:			2018
Category	TAP Funds	Local Funds	Total
Engineering:	\$ 48,993	\$ 20,770	\$ 69,763
Right of Way:	\$ 0	\$ 0	\$ 0
Construction:	\$ 244,966	\$ 103,849	\$ 348,815
Utilities:	\$ 0	\$ 0	\$ 0
Total:	\$ 293,959	\$ 124,619	\$ 418,578
Total Request:	\$ 293,959		
Self-Scored Points			
Criterion	Max Points Available	This Project Scored	
Regional Planning Documents	10	10	
Local Long-Range or Comprehensive Plan	10	10	
Co-Sponsorship	10	5	
Documented Public Involvement	10	10	
Documented Community Support	10	10	
Connectivity	10	10	
Infrastructure and Facilities	10	10	
Safety Factors	10	10	
Project Schedule and Readiness	5	5	
Self-Scored Subtotal	85	80	
Project Points (**Assigned by Review Subcommittee**)			
Anticipated Usage	10		
Public Value	5		
Project Points Subtotal	15	0	
Final Score			
Total	100	80	

When you are pleased with your application you may save the document, click the button below, and follow the instructions to submit it to PPUATS staff.

Click here to submit!

Alternatively, you may save this document and email it to TAP-2018@tricityrpc.org.



2018 Washington Recreation Trail (46.46 miles)

Trail Status

- Potential On-Street (16.84 miles)
- Potential Off-Street (14.97 miles)
- Future Off-Street - Funding in Place (2.33 miles)
- Existing Off-Street (12.32 miles)

Phase I Street Markings (3.95 miles)

Trails (Others)

East Peoria City Limits

Parcels

Tazewell County

Washington

East Peoria

Right of Way

Detention Basin

Water Feature

Parks



**2018 Proposed TAP Project:
US Business Route 24
Shared Use Path Construction**



CITY OFFICIALS

Gary W. Manier, *Mayor*

Patricia S. Brown, *City Clerk*

Ellen L. Dingledine, *City Treasurer*

Jim Culotta, *City Administrator*



ALDERMEN

Robert A. Brucks, *Ward I*

Michael J. Brownfield, *Ward I*

Carol K. Moss, *Ward II*

Brett M. Adams, *Ward II*

Brian H. Butler, *Ward III*

David Dingledine, *Ward III*

James L. Gee, *Ward IV*

Daniel A. Cobb, *Ward IV*

September 17, 2018

To Whom It May Concern:

On behalf of the City of Washington, I would like to offer my endorsement of our grant request through the Transportation Alternatives Program (TAP) to construct about a new 0.5-mile off-street shared use trail on US Business Route 24 (Washington Road). This eight-foot wide trail project would connect with an existing sidewalk on BR 24 west of Gillman Avenue.

This has been identified as a priority project on the City of Washington's recreation trail map. One of the City's top priorities is to provide pedestrian accommodations between all schools, neighborhoods, parks, and shopping destinations and this project would help connect two schools, a residential subdivision, and businesses on the BR 24 corridor.

I ask you to consider this project for TAP funding assistance. We genuinely feel that this project will provide both an alternative transportation link and a great recreation component. It will also enhance the quality of life for our residents and visitors.

Yours Truly,

A handwritten signature in blue ink that reads "Gary W. Manier". The signature is written in a cursive, flowing style.

Gary W. Manier, Mayor
City of Washington



September 18, 2018

Jon Oliphant, AICP
Planning and Development Director
City of Washington
301 Walnut St.
Washington, IL 61571

Subject: Transportation Alternatives Program Grant

Dear Mr. Oliphant:

The Washington Park District supports the multi-purpose shared use path extension proposed along Business Route 24 from Gillman Avenue to the East.

This multi-purpose shared path could lead to connecting to the existing Washington Recreation Trail which currently ends at 1400 Peoria Street (Business Route 24) in the rear of the McDonald's Restaurant parking lot. This path could also connect with the existing sidewalk that currently ends in the 1200 block of Peoria Street (Business Route 24).

This extension along Peoria Street (Business Route 24) will provide a safe option for the youth in our community to commute to Central School District 51 and also Washington Community High School District 308 which are nearby.

The Washington Park District offers its full support of this endeavor.

Sincerely,

A handwritten signature in black ink that reads "Brian Tibbs".

Brian Tibbs
Executive Director



September 19, 2018

To Whom It May Concern:

I would like to offer my endorsement of the City of Washington's grant request through the Transportation Alternatives Program (TAP) to construct a new 0.5-mile off-street shared use trail on US Business Route 24. This eight-foot wide trail project would connect with an existing sidewalk west of Gillman Avenue and help close the only gap without pedestrian facilities on Business 24.

As a local business owner, I understand the need for projects such as this to continue enhancing the quality of life for our residents and visitors. This provides a valuable recreation amenity and also establishes new transportation linkages. This trail will connect many businesses, homes, and schools in Washington and will further strengthen a regional recreation trail network.

I ask you to consider this project for TAP funding assistance.

Best Wishes,



Joe Russell
Russell's Cycling & Fitness



CENTRAL SCHOOL DISTRICT 51

Encourage Excellence Every Day with Compassion, Commitment, and Community

Dale Heidbreder, Superintendent

1301 Eagle Avenue • Washington, IL 61571 • Phone: (309) 444-3943

Fax: (309) 444-9898 Website: www.central51.net

September 12, 2018

To Whom It May Concern:

A tremendous focus for all our schools is student safety. We believe that safety goes beyond the walls of our buildings. Many of our students walk or ride bikes each day to our schools. We encourage our students to follow all safety guidelines and for them to use designated crosswalk areas. However, there are areas where proper sidewalks are lacking and it creates a potential safety concern for our students and families.

We strongly support the City of Washington in their request to receive funds to construct a sidewalk on the north side of BR 24 between Gillman and Eagle Avenue. Being a district with many families within walking distance from our schools, we know the importance of being proactive and creating the best possible situation for our students to travel to school each and every day. We hope that heavy consideration is given to the City of Washington for these improvements so our students remain as safe as possible as they walk and ride to school.

If you have any questions or would like to discuss this important project further please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Dale Heidbreder".

Dale Heidbreder

September 18, 2018

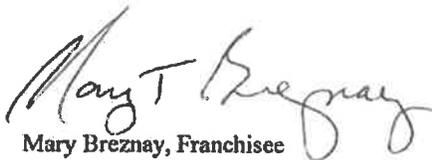
To Whom It May Concern:

As franchisees of McDonald's located at 1400 Washington Road, we would like to offer our endorsement of the City of Washington's grant request through the Transportation Alternatives Program (TAP) to construct about a new 0.5-mile off-street shared use trail on US Business Route 24 (Washington Road). This eight-foot wide trail project would connect with an existing sidewalk on BR 24 west of Gillman Avenue.

Ronald McDonald's Children's Charities provided funding for the construction of a shared use path in 1995 just to the north of this proposed path. This has been identified as a priority project on the City of Washington's recreation trail map. One of the City's top priorities is to provide pedestrian accommodations between all schools, neighborhoods, parks, and shopping destinations and this project would help connect two schools, a residential subdivision, and multiple businesses on the BR 24 corridor, including ours.

I ask you to consider this project for TAP funding assistance. We genuinely feel that this project will provide both an alternative transportation link and a great recreation component. It will also enhance the quality of life for the City's residents and visitors.

Sincerely,



Mary Breznay, Franchisee
McDonald's



Paul Breznay, Franchisee
McDonald's

Seeding - Class 2A	AC	1.87	2000	\$	3,746.56	
Nitrogen Fert Nutr	LBS	168.6	1.5	\$	252.89	
Phosphorus Fert Nutr	LBS	168.6	1.5	\$	252.89	
Potassium Fert Nutr	LBS	168.6	1.5	\$	252.89	
Mulch - Method 3	AC	1.87	2500	\$	4,683.20	
Temp Eros Control Seed	AC	1.87	1500	\$	2,809.92	
Perimeter Eros Control	LF	3.5	1500	\$	5,250.00	
Earth Excavation	CY	2500	20	\$	50,000.00	
Driveway Pavement Remvl	SY	147.2	12	\$	1,766.67	
PCC Driveway Pvt - 8"	SY	150	65	\$	9,750.00	
PCC Sidewalk - 5"	SF	15200	4.5	\$	68,400.00	
ADA Ramps	EA	4	5000	\$	20,000.00	
Segmental Conc Block Wall	SF	1950	40	\$	78,000.00	(Max Exposed Ht = 3')
Safety Fencing - 6' Ht	LF	300	25	\$	7,500.00	
Storm Sewer MH 4' Dia	EA	3	3500	\$	10,500.00	
Storm Sewer - TY I 24" Dia.	LF	930	75	\$	69,750.00	
FES - 24" Dia.	EA	2	350	\$	700.00	
Remove FES - 24" Dia.	EA	2	100	\$	200.00	
Traffic Control & Protection - Complete	LS	1	10000	\$	10,000.00	
Construction Layout	LS	1	5000	\$	5,000.00	
					\$ 348,815.01	
	Phase 1	5.0%		\$	17,440.75	
	Phase 2	7.5%		\$	26,161.13	
	Phase 3	7.5%		\$	26,161.13	
					\$ 418,578.02	
					\$ 293,959.00	TAP Cap
					\$ 124,619.02	City Cost

-
1. **NON-MEMBER ALDERMAN WISHING TO BE HEARD ON A NON-AGENDA ITEM**
 2. **CITIZENS WISHING TO BE HEARD ON A NON-AGENDA ITEM**
 3. **APPROVAL OF MINUTES** - July 2, 2018 regular meeting
Documents: Minutes
 4. **BUSINESS ITEMS**
 - A. Pavement Rating - Tri-County PPUATS 80/20 Grant
Documents: Item A
 - B. Intergovernmental Agreement - Tazewell County Highway, W. Cruger Road Recreation Trail, Phase 2 Inspection
Documents: Item B
 - C. Change Order #1 - School Street & Ragan Court Drainage Improvements
Documents: Item C
 - D. Safe Routes to School Project Considerations
Documents: Item D
 - E. Transportation Assistance Program (TAP) Project Considerations
Documents: Item E
 - F. 3rd Party Service Line Insurance (National League of Cities)
Documents: Item F
 - G. Bid/Quote Award: Water Treatment Plant No. 2 Roof Replacement
Documents: Item G
 - H. Bid/Quote Award: Concrete Assistance
Documents: Item H
 - I. Bid/Quote Award: F550 Vehicle Replacement
Documents: Item I
 5. **STAFF UPDATES**
 - A. Vehicle Replacement Updates
 - B. Downtown Square Streetscape Update
 - C. N. Lawndale Avenue Reconstruction Update
 6. **OTHER BUSINESS**
 7. **ADJOURNMENT**

City of Washington
Public Work Committee
Monday, August 6, 2018 – **Minutes**

CITY HALL CONFERENCE ROOM
301 WALNUT STREET

Present: Aldermen Mike Brownfield, Dave Dingledine, and Jim Gee.

Also Present: Brett Adams, Alderman; Ed Andrews, Public Works Director; Bob Brucks, Alderman; Daniel Cobb, Alderman; Jim Culotta, City Administrator; Jon Oliphant, Planning & Development Director; and Kevin Schone, Public Works Supervisor.

Alderman Brownfield called the meeting to order at 5:00 p.m.

1. Alderman Wishing to be Heard on Non-Agenda Item: None.
2. Citizens Wishing to be Heard on Non-Agenda Item: 1) Bob Montgomery asked about the pending construction of the Cruger Road Phase 2 recreation trail. Driveway entrance concrete depth will go from 6" to 8" and the width of the trail will be 10'. Additionally, LED lights will be used. 2) Mike Burdette indicated that he had flooding in his basement at his house on Ernest following a heavy rain event in early July. This appears to be a result fill that was placed near a culvert by a neighbor and a pipe that may have been too narrow. Staff will look at this further and schedule it for discussion at the September PWC meeting. 3) The tenant at 510 E. Holland spoke about the ongoing nearby drainage issues. Staff places signs in this area during higher rainfall events. The City is aware of the drainage issues there and will look to address it as funding is available.
3. Approval of Minutes – The minutes from the July 2, 2018, meeting was unanimously approved.
4. Business Items:
 - A. Pavement Rating – Tri-County PPUATS 80/20 Grant – PPUATS will receive State funding to assist with additional mapping on Local Roadways in addition to the Federal Aid Urban (FAU) routes. This would expand the 10.5 miles of FAU routes in Washington in to the full 75 miles of streets (less alleys and cemetery roadways) at an 80/20 match. The 20% match is approximately \$2,900, which compares favorably to the previous RoadBotics mapping. The first round of interim deliverables for the FAU routes is being posted to their website. It would be the intention to participate with this mapping effort under the local match, which had been budgeted as a similar amount for RoadBotics. The committee recommended moving forward with the project.
 - B. Intergovernmental Agreement – Tazewell County Highway, W. Cruger Road Recreation Trail, Phase 2 – IDOT had a bid opening on August 3 for this project. Stark Excavating, Inc., had the low bid of \$359,285. IDOT is requesting a full QBS selection since our original QBS reviewed Phase 1 (Planning) and Phase 2 (Design). The Tazewell County Highway Department may be able to assist and staff has had initial dialogue with the Tazewell County Engineer, Craig Fink, who thought they could assist and sent a copy of their typical Intergovernmental Agreement. The committee recommended approval and it will be scheduled for Council consideration on August 20.

- C. Change Order #1 – School Street & Ragan Court Drainage Improvements – The Council previously awarded this project to RA Cullinan under a unit price contract total of \$319,787.46. Planned improvements included a provision for the replacement of the culvert under Ragan Court, but additional field investigation revealed that the buried culvert under Ragan was concrete pipe and at an elevation lower than the crossroad culvert under School Street. Additionally, flow was obstructed by the interconnect hydrant between Washington and North Tazewell Water Districts. City crews relocated the hydrant, but additional measures are recommended to correct drainage on Ragan. Staff prepared a request for agreed unit pricing (AUP) on various work items with a total of \$32,958 for the corrective measures. The committee recommended approval and this is scheduled for Council consideration at tonight's meeting.
- D. Safe Routes to School Project Consideration – IDOT recently announced a call for projects for its SRTS program. IDOT is accepting applications between September 24 and November 19 with announcement of awards expected in March 2019. This year's program provides a full 100% reimbursement for eligible infrastructure and non-infrastructure projects. The maximum infrastructure award is \$200,000 and the cap on a non-infrastructure award is \$50,000. The City previously received funding for the construction of a six-foot wide sidewalk connecting Route 8 with Beverly Manor School in 2012. A sidewalk connecting Central Schools on Bobolink and Eagle appears to be a solid project. The committee agreed to submitting for this project. Alderman Adams suggested that an application also be submitted to connect a gap in sidewalk on the west side of North Street. Staff will look into submitting for that along with other sidewalk, rec trail, and crosswalk improvements on N. Main, which provide pedestrian accommodations for students going to Washington Middle School and Lincoln Grade School.
- E. Transportation Alternatives Program (TAP) Project Considerations – The Tri-County Regional Planning Commission recently announced a call for projects for TAP. These funds come from the Federal Highway Administration and are administered through IDOT. TCRPC is accepting applications through September 21 with an announcement of awards tentatively anticipated in December. TCRPC is looking to obligate about \$290,000 each year for FY 18-20. Engineering, utility relocations, and construction are eligible for 80/20 funding and right-of-way acquisition is eligible for 50/50 funding. Staff has considered two projects: 1) Converting the existing 4' wide sidewalk on Business 24 between Cummings and Gillman to an 8-10' wide multi-use path; or 2) Constructing new sidewalk (between 4-6' in width) on Business 24 from Gillman as far east as funding would allow to close the gap between the existing sidewalk near Mt. Vernon Plaza. The committee recommended that the new sidewalk project east of Gillman should be the priority. Staff will consult with TCRPC to see how a sidewalk project would rank amongst their priorities.
- F. 3rd Party Service Line Insurance (National League of Cities) – The NLC offers an insurance program for residents to purchase coverage for their private water and sewer lines, as well as interior plumbing. The program covers inspections and repairs for leaking and clogged pipes. Utility Service Partners, Inc. (USP) offers this as a turnkey program. The City would have no financial or administrative responsibility and our only involvement would be to grant a license to USP to use the City name and logo in marketing materials. The committee expressed some concern

Master Plan noted that almost all of Washington's neighborhood parks are under the suggested size, and many are not ideally located to serve its population service area. Further, there are residential areas that are not within service areas of existing parks (see Figure 3-3, Washington Park District Masterplan) and include:

- Washington Estates
- Parkview Subdivision
- Hillcrest Drive Area
- Felker's Addition
- Brentwood Estates
- Westlake Subdivision
- The combined area of part of Beverly Manor, Rolling Meadows North and Rolling Meadows South

There are several ways in which the City can assist the Park District in achieving its goals for parks and recreation for Washington.

Recommendations:

- Where feasible, design stormwater detention basins to permit use as an "undeveloped" passive recreation park with defined safety standards. This or other creative use of detention areas as amenities should be encouraged.
- Consider modifying the City's subdivision ordinance to require or provide incentives to developers of residential subdivisions to provide park space and dedicate lands to the Park District.
- Consider modifying the zoning ordinance to permit smaller lots or cluster development to allow for more open space or parkland, which would be dedicated to the Park District or owned by a homeowners association.
- Continue cooperation between the City and the Park District in improving the quality of parks and opens space in the community.

Trails

The Park District's Master Plan identifies a trail system that links parks and schools. The Park District also has a more specific community trail system plan (see Figure 3-4, Community Trail System). The trail system plan proposes off-road trails, on-road trails with designated lanes or widened shoulders, and on-road trails that share the roadway with autos. Several segments of the trail have been implemented. The plan for trails should be flexible enough to permit locations and connections to be revised due to the addition of traffic signals or other system changes.

Recommendations

- Work closely with the Park District in establishing, planning, building, and maintaining a trail system.
- When development is proposed in areas where a future trail is designated, require that an easement for the trail be provided to the City or Park District.

- Consider providing developer incentives in the subdivision codes in locations where the proposed trail is located.
- Seek funding for trail development.

Agricultural

There are numerous areas within the City limits currently in agricultural use. These land uses are generally between McClugage Road and Cummings Lane, north of Business 24. Another area is between North Cummings Lane and Nofsinger Road, north of Constitution Street extending north of U.S. 24 Bypass. Finally, agricultural land use exists at the end of South Cummings Lane, near the railroad tracks. For the most part, these areas are surrounded by development. Therefore, it is expected that agricultural use is an interim use and that these areas would be converted to other land uses in the future.

Within the 1.5-mile planning area of the north, east, and south of Washington's corporate limits, agricultural activities are the predominant land use. Washington should encourage continued agricultural use of these lands for several reasons. First, it would be very difficult and expensive to provide City utilities in this area. Second, as most development pressure is occurring between Peoria and Washington, supporting and encouraging development east of Washington would lead to inefficient land use and leapfrog development, or sprawl. Third, some of the best farmland in the area is found in the areas east of Nofsinger and north of Cruger; east of Diebel; and east of Foster and south of Guth.

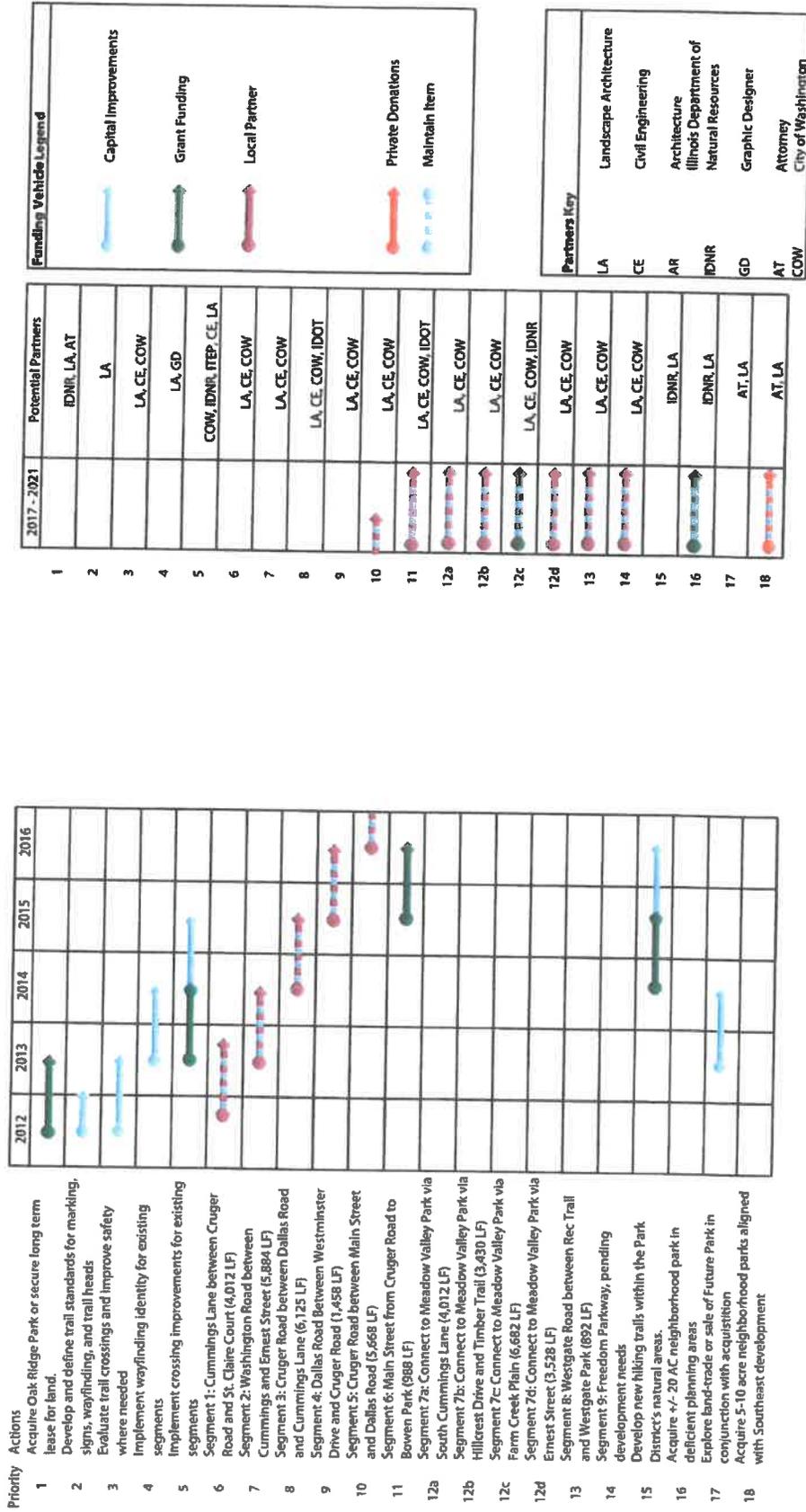
Recommendations:

- Allow agricultural use within the 1.5-mile planning area northeast, east, and southeast of Washington. The only likely amendment to this recommendation would be due to the decision by IDOT to designate a highway through these areas.
- Permit only agricultural or agricultural related land uses within areas designated as agricultural on the land use plan.
- Advise developers that existing and future residential lots in areas designated as agricultural on the land use map should not soon expect to be served by public sewer or water.
- Work to rezone agriculturally zoned areas within the City limits to uses designated on the Comprehensive Map.

Land Use Plan

The land use plan map that is a part of this plan contains the official land use recommendations for future development and land use in the City of Washington and the City's 1.5-mile planning jurisdiction (see Figure 3-5, Land Use Plan).

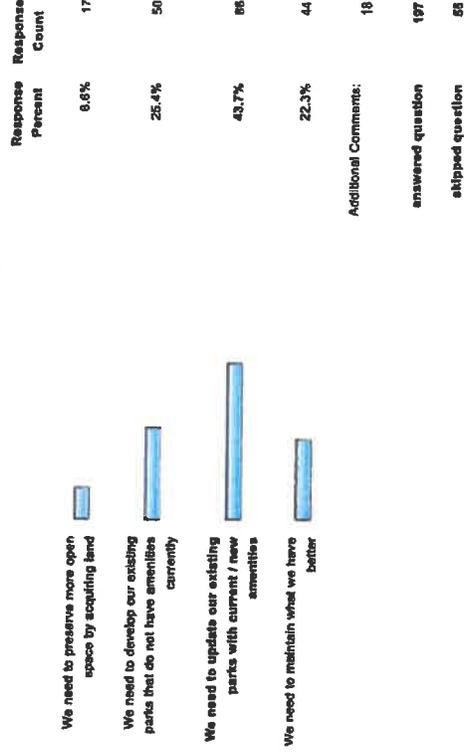
Action Plan - New Parks, Trails, and Facilities



2. Which Washington Park District Facilities have you or your family visited in the last 12 months and how satisfied were you with the facilities?

	Very satisfied (no changes needed)	Satisfied (some updates needed)	Unsatisfied (major updates needed)	Did Not Visit	Response Count
Recreation Center / Park (Spruce SL)	10.2% (16)	52.0% (82)	13.0% (23)	24.9% (44)	177
Washington Park (Lincoln St.)	37.7% (72)	43.5% (83)	3.1% (6)	15.7% (30)	191
Oak Ridge Park	20.3% (38)	28.6% (51)	13.0% (23)	37.6% (67)	177
Meadow Valley Park	7.2% (11)	17.0% (26)	5.2% (8)	70.6% (108)	153
Bowen Lake Park	10.6% (17)	14.9% (24)	3.1% (5)	71.4% (116)	181
Birchwood Park	2.7% (4)	9.5% (14)	1.4% (2)	86.5% (128)	148
Candlewood Park	4.0% (6)	9.3% (14)	3.3% (5)	83.3% (125)	150
Grent Park	3.4% (5)	3.4% (5)	0.7% (1)	92.6% (137)	148
Harry LeHood Park	26.7% (46)	22.8% (38)	3.6% (6)	44.9% (75)	167
Sweitzer Park	4.0% (6)	7.9% (12)	0.7% (1)	87.4% (132)	151
Weaver Park	2.7% (4)	3.4% (5)	0.0% (0)	93.9% (139)	148
Westgate Park / Pool	35.3% (61)	26.0% (45)	1.7% (3)	37.0% (64)	173
Recreation Trail	30.9% (50)	31.5% (51)	1.9% (3)	35.6% (58)	162
				Other / Comments:	30
				answered question	206
				skipped question	46

3. Which of the following most closely describes your opinion about park development (presume that no new sources of revenue are sought)?



Additional Comments:
answered question
skipped question

4. On a scale of 1-5 with 1 being most important, please tell us how important the following potential improvements to facilities would be to you and your family:

	1	2	3	4	5	Response Count
Multi-purpose Trails	39.1% (77)	20.8% (41)	25.4% (50)	5.6% (11)	9.1% (18)	197
Hiking Trails	28.4% (56)	19.6% (39)	27.3% (53)	11.3% (22)	13.4% (26)	194
Trail signs / Mile Markers	19.2% (37)	23.8% (46)	23.8% (46)	16.1% (31)	17.1% (33)	193
Skate Park	12.6% (24)	7.3% (14)	14.1% (27)	14.1% (27)	51.8% (98)	191
Dog Park	15.6% (31)	12.2% (24)	17.3% (34)	11.7% (23)	42.9% (84)	186
Outdoor Basketball Courts	13.1% (25)	16.3% (32)	22.5% (43)	20.4% (39)	25.7% (48)	191
Indoor Basketball Courts	16.9% (32)	16.5% (32)	20.1% (38)	16.4% (31)	26.0% (50)	189
Improved Softball / Baseball Fields	25.0% (48)	14.1% (27)	19.3% (37)	13.6% (26)	28.1% (54)	192
Bathing Cages	26.4% (51)	15.0% (29)	14.6% (28)	16.0% (31)	26.0% (50)	193
Improved Parking	20.4% (39)	22.0% (42)	26.1% (49)	13.6% (26)	16.6% (32)	191
Recreation Facility Improvements / Renovations	25.9% (49)	30.2% (57)	21.2% (40)	9.5% (18)	13.2% (25)	189
Pool Improvements / Updates	15.5% (30)	25.3% (48)	23.3% (45)	18.6% (36)	15.5% (30)	194
Natural Area Enhancements	15.7% (30)	23.6% (45)	26.7% (51)	14.7% (28)	19.4% (37)	191
Fishing Amenities / Enhancements	10.0% (19)	21.6% (41)	22.6% (43)	13.7% (26)	32.1% (61)	190
Picnic Shelters & Amenities	15.7% (30)	24.6% (47)	35.6% (68)	13.0% (25)	10.5% (20)	191
Teen Activities (Paintball / Challenge Course)	21.9% (42)	21.9% (42)	16.9% (32)	12.8% (24)	24.5% (46)	186
Landscape Improvements / Enhancements	8.3% (16)	14.0% (27)	30.1% (58)	24.9% (48)	21.6% (42)	193
Indoor Artificial Turf Field	24.5% (47)	8.9% (17)	10.4% (20)	13.5% (26)	42.7% (82)	192
Outdoor Artificial Turf Field	12.7% (24)	7.4% (14)	13.2% (25)	17.5% (33)	48.2% (93)	189
Outdoor Amphitheater	15.9% (30)	13.6% (26)	23.3% (44)	19.0% (36)	26.0% (50)	189
Outdoor In-Line / Ice Skating Rink	22.4% (43)	17.2% (33)	21.9% (42)	10.9% (21)	27.6% (53)	192

Other / Comments: 25

answered question 203
skipped question 49

5. In what recreation programs have you or your family participated over the last 12 months and how satisfied were you with the program?

	Very satisfied (no changes needed)	Satisfied (some updates needed)	Unsatisfied (major updates needed)	Did Not Participate	Response Count
Facilities Rental (Birthday / Shelter)	10.1% (16)	26.6% (46)	0.6% (1)	62.6% (112)	179
Special Events (Races / Festivals / Trips)	16.3% (33)	30.6% (55)	1.1% (2)	50.0% (90)	190
Adult Fitness & Dance	2.9% (5)	7.5% (13)	1.7% (3)	87.9% (153)	174
Adult Arts & Crafts	3.5% (6)	4.0% (7)	0.6% (1)	91.9% (169)	173
Adult Athletics	4.6% (8)	9.6% (17)	0.0% (0)	85.8% (148)	173
Youth Dance & Tumbling	3.4% (6)	13.0% (23)	12.4% (22)	71.2% (126)	177
Youth Arts & Crafts	4.5% (8)	7.4% (13)	2.3% (4)	85.8% (151)	176
Youth Athletics	15.5% (29)	43.9% (82)	9.1% (17)	31.6% (59)	187

Other / Comments: 26

answered question 192
skipped question 80

6. On a scale of 1-5 with 1 being most interested, please tell us how interested you and your family would be in the following potential programs:

	1	2	3	4	5	Response Count
Theater Group / Music Performance	23.0% (44)	17.8% (34)	22.0% (42)	12.0% (23)	25.1% (48)	191
Laser Tag	18.3% (35)	19.9% (38)	18.8% (36)	9.4% (18)	33.5% (64)	191
Nature studios	15.4% (29)	12.2% (23)	28.2% (53)	14.9% (28)	28.3% (55)	188
Job Skills Training	5.8% (11)	8.0% (15)	16.5% (31)	16.8% (32)	31.1% (60)	188
Festivals / Events	25.7% (49)	24.6% (47)	24.8% (47)	9.4% (18)	15.7% (30)	191
Wedding / Party Rental Spaces	3.7% (7)	9.8% (18)	18.7% (35)	13.4% (25)	34.5% (65)	187
Other / Comments:						6
				answered question		196
				skipped question		56

7. Would you support the development of interconnected multi-purpose recreation trails throughout the district?

	Response Percent	Response Count
Fully Support	58.2%	117
Moderately Support	30.3%	61
Do Not Support	3.5%	7
No Opinion	8.0%	16
	answered question	201
	skipped question	51

8. What is the best way for the Washington Park District to communicate with you?

	Response Percent	Response Count
Program Guide	38.6%	78
Website	25.9%	52
E-mail	72.1%	145
Direct Mail	16.9%	34
Newspaper	11.8%	24
Other (please specify)	4.0%	8
	answered question	201
	skipped question	51

Strava Heat Map



42-3.02(i) Bike Paths/Highway Crossings

The design of shared use path and highway intersections has a significant impact on user's comfort, mobility, and safety. Shared use path crossings may be categorized as mid-block, sidepath, or grade separated crossings. A mid-block crossing is located outside of the functional area of any adjacent intersection. While a sidepath crossing occurs within the functional area of an intersection of two or more roadways. See Section 5.3 of AASHTO's *Guide for the Development of Bicycle Facilities* and AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities* for more details. At these intersections, accessible curb ramps shall be provided.

If adequate gaps in vehicular traffic are not available, some form of crossing control is generally required. This may include marked crosswalks, signage, pedestrian refuge medians, flashing lights, Rectangular Rapid Flashing Beacons (RRFB) signals, pedestrian hybrid beacons, in-roadway lights, or a grade separation. The *ILMUTCD* provides guidance on proper marking and signage. Also, consider re-routing the path to a nearby signalized intersection. However, any use of re-routing that causes excessive redundant travel may be perceived as a barrier and should not be used. At crossings of high-volume, multilane arterial highways where a signal or a grade separation is not provided, consider providing a median refuge area for bicyclists. Designers should use engineering judgment to decide where these types of safety measures are necessary and cost-effective by considering traffic volumes, motor vehicle speeds, and anticipated usage.

ANTICIPATED VOLUME	ONE-WAY⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾	TWO-WAY⁽²⁾⁽³⁾⁽⁴⁾
< 100 Users per Peak Hour	5 ft (1.5 m) ⁽⁵⁾	8 ft (2.4 m) ⁽⁵⁾
100 - 300 Users per Peak Hour	6 ft (1.8 m)	10 ft (3.0 m)
> 300 Users per Peak Hour	7 ft (2.1 m)	12 ft (3.6 m) ⁽⁶⁾

- Notes:
1. It should be recognized that one-way bicycle paths will often be used as two-way facilities unless effective measures are taken to ensure one-way operation (such measures are difficult to achieve). Without such measures, it should be assumed that bicycle paths will be used as two-way facilities and designed accordingly.
 2. Provide a minimum 2 ft (600 mm) wide graded turf or gravel area to both sides of the pavement.
 3. Desirably, provide a 3 ft (900 mm) or more clear area on each side to trees, poles, walls, fences, guardrails, and other lateral obstructions.
 4. If signs are installed along the bicycle path, provide a minimum 3 ft (900 mm) to a maximum 6 ft (1.8 m) clear area from the edge of path.
 5. Use the 5 ft (1.5 m) and 8 ft (2.4 m) width only at locations where there will be low usage, few conflicts among users, good horizontal and vertical alignment providing for safe and frequent passing opportunities, minimal maintenance vehicle traffic which would cause pavement edge damage, and/or right-of-way constraints or physical barriers.
 6. Where usage exceeds 300 users per hour during the peak periods of usage, separating bicycle and pedestrian travel may be considered. Stripe 4 ft (1.2 m) bike lanes in each direction and a 4 ft (1.2 m) width for pedestrians, as shown in Figure 42-3B. Also, consider constructing a separated pathway for pedestrians.

SHARED-USE BICYCLE PATH WIDTHS

Figure 42-3A