

Peoria Pekin Urbanized Area Transportation Study Transportation Alternatives Program



Provision of on-road and off-road facilities for pedestrians, bicycles, and other non-motorized forms of transportation are eligible to apply.

Submittal Date

Project Name

City of East Peoria Bike Trail Pedestrian Bridge

Lead Agency

City of East Peoria

Joint Agency

Type of Project

Bike Trail Pedestrian Bridge

Description of Project as it relates to MAP-21 Goals.

This project is a critical component of the larger project. The purpose of the larger project is to install a bike trail to provide a safe and efficient manner for the public to exercise and travel to various destinations in and around this portion City of East Peoria. Currently, there are no sidewalks along this project corridor, as well as much of this section of Camp Street which presents difficult conditions for pedestrians, bikes. +

MAP-21 Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Project Qualifications



Location

Municipality County

Roadway

Termini

Intersection of

Please attach a map of location.

Contact Person

Name Agency

Address

City State Zip Code

Phone email

Funding - \$278,927 Available for 2013

Project Budget	FY <input type="text" value="2013"/>	Total
Engineering	<input type="text" value="\$ 45,000"/>	<input type="text" value="\$ 45,000"/>
Right of Way	<input type="text"/>	<input type="text"/>
Construction	<input type="text" value="\$ 300,000"/>	<input type="text" value="\$ 300,000"/>
Utilities	<input type="text"/>	<input type="text"/>
Total	<input type="text" value="\$ 345,000"/>	<input type="text" value="\$ 345,000"/>

Total TAP Funds Requested



Utilities

Please note what types of utility relocation may be involved with the project.

There are no utility conflicts anticipated.



Right of Way

Please note what types of right of way acquisition may be involved with the project.

There are no right-of-way acquisitions anticipated.

In July of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 established a new funding category called the "Transportation Alternatives Program" (TAP). The Transportation Alternatives Program was authorized under Section 1122 of MAP-21 (23 U.S.C. 213(b), 101(a)(29)). This single funding source serves to enhance the transportation system and combines funding for Transportation Enhancements, Recreational Trails, and Safe Routes to School, all of which were previously funded separately under SAFETEA-LU.

Unless MAP-21/TAP funding is extended or potential other funding sources are identified, projects selected under the 2013 application cycle **must** have all TAP/Enhancement funds authorized/obligated by the Federal Highway Administration (FHWA) by September 30, 2016.

Federal funds will provide reimbursement up to 50 percent for right-of-way and easement acquisition costs, and up to 80 percent for preliminary engineering, utility relocation, construction engineering, and construction costs.

Eligible Project Sponsors

- Local Governments;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out the project.

Project Evaluation Scoring Criteria



(100 Points Maximum)

Scores will be divided into two sections:

General Scoring Process: All applicants will complete this section in full, up to 60 points total. The project scores in this section are based upon general grant information that is requested of all applications.

General Scores:

Jurisdiction's Long Range or Comprehensive Plan	Max 10 Points
Regional Plan Documents	Max 10 Points
Organization Support/Municipal Collaboration	Max 10 Points
Documented Public Involvement	Max 10 Points
Documented Community Support	Max 10 Points
Intermodal Connections	<u>Max 10 Points</u>
	Max 60 Points Total

Project Scoring Process: This section will include three distinct subsections. All projects will be scored in each subsection based on the primary intent of the project. All applications will receive up to 40 points in their respective sections.

Bicycle, Pedestrian, and Transit Projects:

Infrastructure and Facilities	Max 15 Points
Safety Factors	Max 15 Points
Public Benefits	<u>Max 10 Points</u>
	Max 40 Points Total

General Conditions



(60 Points Maximum)

All projects may receive up to 60 points by answering all questions in this section. For additional information, see page four, under general scoring process.



Jurisdiction's Long Range or Comprehensive Plan

Max 10 Points

Is the project consistent with the goals and objectives of the jurisdiction's long range or comprehensive plan? Please identify the goal and objective from the specified planning document(s) that best relates to the project.

Primary Goal

Encourage the use of alternative forms of transportation

Primary Objective

By providing complementary sidewalks and bike lanes/trails along all transportation projects constructed in the City

- Project consistent with goals and objectives in the Jurisdiction's Long Range or Comprehensive Plan. 10 points
- Project is NOT consistent with the goals and objectives in the Jurisdiction's Long Range or Comprehensive Plan. 0 points

Score: 10

.....

Regional Plan Documents

Max 10 Points

Has this project undergone previous planning as a component of a larger transportation plan or a plan of its own? Examples include Regional Corridor Studies, Bicycle/Pedestrian Plans, Trails and Greenways Plans, Natural Resources Plans, Municipal Master Plan, etc. Please identify the plan's title, section related to project, and pages within the plan.

Regional Plan Title:

Regional Plan Section:

Regional Plan Page(s):

- Project consistent with goals and objectives outlined in the Plan(s) identified. 5 points
The planning document(s) identify existing conditions related to the project
- and outlines various options available and the reasons that this option was preferred. 10 points
- No Regional Plan documents apply to the project. 0 points

Score:

.....

Organization Support/ Municipal Collaboration

Max 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.

Municipality #1 AND Municipality #2

Organization #1 AND Organization #2

- Does not involve any other municipality and no organizations. 0 points
- Involves one other municipality or one organization. 5 points
- Involves more than one municipality or organization. 10 points

Score:

.....

Documented Public Involvement

Max 10 Points

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

Public Involvement Process

This project has been the subject of both a City Council working session and formal action to include it within the City's Comprehensive Plan. Alls steps in the process, including Planning Commission meetings, have included opportunities for public participation.

- No documented public involvement. 0 points
- Project discussed at an open city, county, or other board meeting. 5 points
- Project discussed at an advertised public hearing, community forum, or other public outreach session. 10 points

Score:

.....

Community Support

Max 10 Points

Did the project receive letters of support from any municipal boards? Other entities such as community organizations, individuals, businesses, etc. are limited to one letter per entity. Please attach any letter(s) received for the project and identify below what entity wrote each letter.

Letter #1

Fondulac Park District

Letter #2

IL Valley Wheelmen

Letter #3

City of East Peoria

Letter #4

East Peoria Sanitary District

Letter #5

East Peoria Chamber of Commerce

- No letter of support from municipal boards, community organizations, individuals, businesses, etc. 0 points

2 points for each letter of support received for the project, with a maximum of 10 points per project.

- Letter #1
- Letter #2
- Letter #3
- Letter #4
- Letter #5

Score:

.....

Connectivity:

Max 10 Points

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? Please list all types of connections that will be made available from the project.

Connection Type #1	Employment
Connection Type #2	Shopping Areas
Connection Type #3	Transit
Connection Type #4	Recreational Loop w/ River Trail of Illinois
Connection Type #5	

Two points will be awarded for each type of connection made available from this project, with a maximum of 10 points possible. Please check all the boxes below that apply.

- Project does not achieve any type of connectivity. 0 points
- Connection Type #1 Connection Type #2 Connection Type #3
- Connection Type #4 Connection Type #5

Score: 8

General Score Total 53

Bicycle, Pedestrian, and Transit Projects



(40 Points Maximum)

Infrastructure and Facilities

Max 10 Points

Does this TAP project provide the following bicycle, pedestrian, or transit infrastructure and facilities?

Select all that apply.

- Project will not include any of the following factors. 0 points
- Project will connect to an existing bicycle, pedestrian, or transit network. 6 points
- Project will connect to a future bicycle, pedestrian, or transit network. 3 points

Project will include any of the following enhancements or support facilities:

- trail head parking, rest rooms, lighting, crosswalks, bicycle racks, bike lockers, signs, trees, flowers, transit shelter, etc. 1 point

Score:

Safety Factors

Max 15 Points

Does this TAP project improve safety conditions in the regional transportation system?

Select all that apply.

- The project does not address any of the following factors. 0 points
- Project is a separate path not adjacent to a roadway; ie. multi-use bike path, rails-to-trails, etc. 5 points
- Project provides connections to locations that were previously inaccessible by
- bicycle, foot, or transit examples include; neighborhoods, schools, shopping, employment, municipal facilities, park and ride lot, etc. 5 points
- Project identifies and corrects a public safety problem/situation at a specific location. 5 points

Score:



Public Benefits

Max 15 Points

Usage

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

The projected number of users for this project is in the thousands annually given its proximity to shopping and employment along with its connectivity to the nearby River Trail of Illinois. Additionally, the lack of pedestrian facilities along Camp Street (one of the busiest corridors in East Peoria) further reinforces its need.

Public Value

What will the project bring into the community or general area and the value of it? For example, tourists spending money, improving the quality of life, etc. The PPUATS Scoring Committee will assign a score of 1 thru 5 based on the projected public value of the facility.

Better access to this area means more people will be able to utilize the services and employment opportunities here. With its central location in the urbanized area, the businesses in this corridor serve residents throughout the Tri-county region. Public Transportation, which runs along this corridor, provides another opportunity for this facility to improve access to the area and services it offers. Safety is another key improvement as it will allow

Score:

Total TAP Project Score:

Project Scoring



Project Number

General Score Total

53

Bicycle, Pedestrian, and Transit Project Score

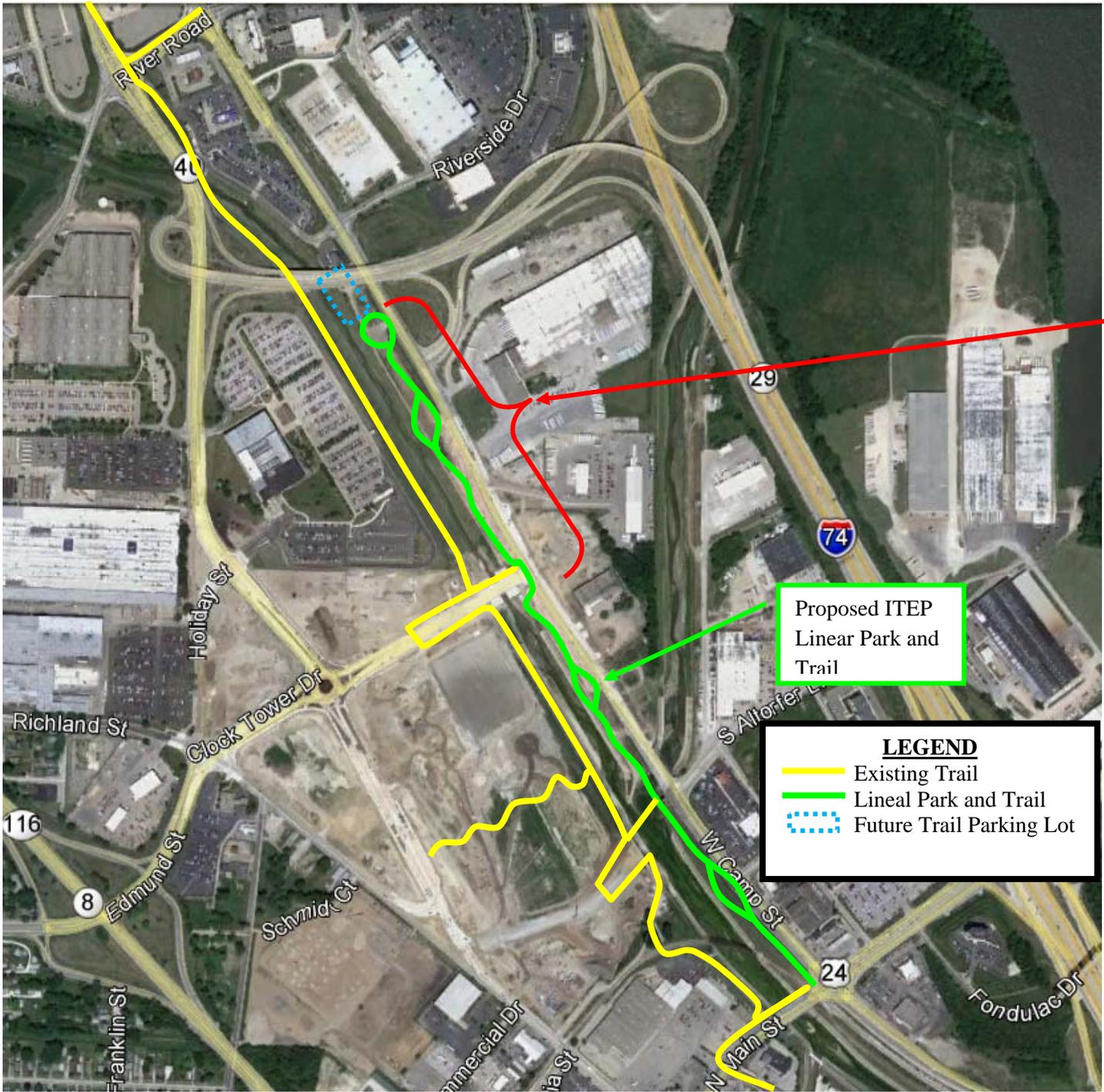
40

Total Score

93

Mail complete form to: 211 Fulton Street, Suite 207, Peoria, IL 61602
OR
Email complete form to: ksmith@tricountyrpc.org

Print Form



Proposed location for TAP funds-a phase of the ITEP Linear Park and Trail

Proposed ITEP Linear Park and Trail

LEGEND

- Existing Trail
- Linear Park and Trail
- ⋯ Future Trail Parking Lot



Embassy Suites Hotel

Bass Pro Shop

Par-A-Dice Casino

To Rock Island Trail and Toulon, IL

Caterpillar

East Peoria Downtown Shopping

Promenade

River Trail to Morton, IL

West Washington Street

Clock Tower Dr

N Main St

E Camp St

Caterpillar Trail

East Peoria

150

40

74

8

Sedar St



100 South Main Street, East Peoria, Illinois 61611. Phone (309) 698-4715 FAX (309) 698-4747

**NOTICE AND AGENDA OF SPECIAL MEETING
CITY COUNCIL
CITY OF EAST PEORIA, ILLINOIS**

TO: Members of the Public
News Media
City of East Peoria City Council

NOTICE IS HEREBY GIVEN THAT A SPECIAL MEETING TO HOLD A WORKING SESSION OF THE CITY OF EAST PEORIA, ILLINOIS BE HELD ON TUESDAY, FEBRUARY 19, 2013 AT 5:00 P.M. AT THE EAST PEORIA MUNICIPAL BUILDING, 100 SOUTH MAIN STREET, EAST PEORIA, ILLINOIS IN THE CITY COUNCIL CHAMBERS.

DATE: FEBRUARY 19, 2013

TIME: 5:00 P.M.

CALL TO ORDER:

ROLL CALL:

AGENDA:

WORKING SESSION of the City Council to discuss the following:

- Energy Efficiency
- Camp Street Trail
- Levee District Food Carts

COMMENTS FROM THE COUNCIL:

MAYOR MINGUS:

COMMISSIONER DENSBERGER:

COMMISSIONER DECKER:

COMMISSIONER JEFFERS

COMMISSIONER JOOS

COMMENTS FROM THE AUDIENCE:

MOTION TO ADJOURN:

Morgan R. Cadwalader
MORGAN R. CADWALADER, CITY CLERK

2/15/2013
DATE

THERE WILL BE NO ACTION TAKEN.

****CERTIFICATION OF POSTING IN ACCORDANCE WITH THE OPEN MEETINGS ACT****

I, MORGAN R. CADWALADER, as duly qualified City Clerk of the City of East Peoria, Tazewell County, Illinois, do hereby certify that true and correct copies of the foregoing Notice of Special Meeting and Agenda have been posted in a clearly visible location in the public lobby of City Hall, 100 S. Main Street, East Peoria, Illinois, same being the principal office of the City of East Peoria, Illinois, on the date and at the time specified below.

I do further certify that copies of the foregoing Notice of Special Meeting and Agenda have been sent to the Mayor and Commissioners of the City Council of East Peoria and to the local News Media which have filed annual requests for such notices, on the date and at the time specified below.

POSTED AND SENT: 2/15/2013

Morgan R. Cadwalader
MORGAN R. CADWALADER, CITY CLERK

MINUTES

WORKING SESSION
CITY COUNCIL
100 SOUTH MAIN STREET
EAST PEORIA, ILLINOIS

February 19, 2013

Mayor Mingus called the Working Session of the City Council of East Peoria, Illinois to order at 5:01 P.M.

Upon the roll being called the following answered present: Mayor Mingus, Commissioners Decker, Densberger, Jeffers, and Joos.

Absent: Commissioner Joos.

Mayor Mingus stated that the purpose of the meeting is to discuss Energy Efficiency, Camp Street Hiking Trail and Levee District Vendors. He stated that there would be no official action taken. Mayor Mingus turned the discussion over to City Administrator, Tom Brimberry, who introduced Robert Cole, Facilities Manager. He went through a history of the energy efficiency program, discussing various programs' costs, grants received and the costs and energy savings for various projects.

Commissioner Joos entered the meeting at 5:04 p.m.

Commissioner Jeffers asked if the payback was based on the City's costs. Cole indicated that it was based on the City's costs.

Cole discussed upcoming anticipated projects that include HVAC efficiency upgrades.

Commissioner Joos asked if the City is doing a post upgrade audit to ensure the savings. Cole stated that he savings are actual savings. However, there are other changes to the building such as new or additional equipment that affect the measurements. The numbers are close. He discussed measuring the energy savings through tests taken pre- and post-upgrade.

Cole then discussed a CDAP audit – utility analysis that was completed. The report handed out to the Mayor and Commissioners summarized what was done. Cole discussed the report. Recommendations for the future include high efficiency heating, HVAC upgrades, among others. There were issues with equipment based on the lives of the equipment. He is now looking at more efficient HVAC and controlling and moderating its use. He then turned the discussion over to Mike to discuss the condensing units.

He explained that everything will need to be replaced because one can no longer buy the parts. He then discussed the DCEO incentives for the condensing units. He discussed the details of the potential condenser and HVAC upgrade. Cole discussed controlled heating and cooling, such as day and night scheduling. Cole then turned the discussion over to Tom Coe, program manager from the DCEO, public sector program.

Mr. Coe discussed the program and incentives. The DCEO is currently running a bonus which would double the incentive for gas savings that must be completed in the May 15 time period. The City would pay in \$50,000.00 a year and the City would receive around the same amount of money back.

Last, Cole summarized the discussion by stating the future upgardes. He then asked for any questions. Brimberry stated that the City has focused on internal and external lighting in the past and is looking to work on HVAC at EastSide Centre and other City facilities.

Brimberry then introduced Ty Livingston, Director of Planning and Community Development, to discuss the Levee District Food Carts. Livingston explained that City staff has been working on food carts for several months. The carts would generate and create a sense of place and spur outdoor activities. Food carts draw people out when the weather is nice. He discussed opposition to this activity in the past. He stated that the City looked at the site plan to focus on where activity may be. The City staff looked at the Civic Plaza along frontage of W. Washington Street. They also looked at food trucks but there were concerns about food trucks that may simply sell premade sandwich meals. He discussed highlights of the ordinance. There is limitation to days and times which would be lunch time during the weekday. The space is also limited for each vendor. Brimberry explained that recommendation is a compromise between established businesses and other businesses that are interested in food carts.

Commissioner Densberger is glad that this is a discussion that will receive feedback from others. He believes that finding a compromise is a good approach and a good beginning.

Commissioner Jeffers discussed the limits for locations of the food carts. Livingston explained that the thought was to keep the location limited. Commissioner Jeffers explained that we can look at Peoria to see the pros and cons with their food carts. There is room for expansion. Commissioner Jeffers and Livingston discussed using the pedestrian spine. The City has not asked about using the pedestrian spine with the master developer.

Commissioner Joos stated that this is testing the waters. We are not sure of the demand but he would suggest that it is well within the scope of what we are trying to establish and create in the downtown. He is supportive of starting small and seeing what demand there is.

Livingston explained that the next topic is the Camp Street Trail. The City has the opportunity to apply for some state funding for landscaping on Camp Street right along Camp Street Crossing. This is a project that Livingston has been working with Engineer Patrick Meyer on. There are opportunities for state funding from the Illinois Department of Natural Resources. Livingston would like to get an idea of the Council's interest in moving forward. He showed a map of the proposed trail area on a slide presentation. Future trail connections were discussed. Livingston discussed the two phase plan for this portion of the trail. Patrick Meyer explained that Phase One deals with a parking lot area and trail extending to Clock Tower Drive. This is a good portion for the IDNR grant. It is a matching grant project. Phase Two is more expensive. Livingston discussed the key trail elements, including its connectivity to the Levee District through a sculpture walk.

Commissioner Densberger asked if there was an option of moving the trail west instead of east. Patrick Meyer explained that one of the reasons that they have gone away from the western area is because of the cooperation with the property owner. Livingston explained that making the city attractive is an economic development strategy. He discussed the sculpture walk concept and what the property could look like with the improvements. He showed a sketch of what the project could look like. He next discussed funding for the improvements.

Commissioner Joos asked where the City's matching funds would come from. Brimberry explained that there may be sources that come available in the future. The City staff would need to make a presentation for funds within the budget. The needed funds could be spread out over two budget years.

Commissioner Jeffers explained that he looks at this as an investment. It is a win-win for the City. He explained that private funding may be available for some expenses for sculptures.

Mayor Mingus asked if the City had talked to the Park District regarding the project. Livingston explained that the City has not done so.

Page 3

Mayor Mingus asked for any questions or comments from the audience.

Rick Melton of Peoria, Illinois came up to the podium to give some suggestions. He explained that there may be other considerations such as having carts along the trail and fun runs along the walk. He also feels that the City should look at capacity for parking and biking or skating along one portion of the trail. Livingston discussed a proposed parking lot along one end of the proposed extension.

Mayor Mingus asked for any other questions or comments from the audience. There was no response.

Motion by Commissioner Densberger, seconded by Commissioner Decker; Mr. Mayor, I move you that we adjourn the meeting.

Yeas: Commissioners Decker, Densberger, Jeffers and Mayor Mingus.

Nays: None.

Mayor Mingus declared the motion carried and the meeting adjourned at 5:55 P.M.

/s/ Morgan R. Cadwalader

Morgan R. Cadwalader, City Clerk

MOTION BY COMMISSIONER

September 3, 2013
EAST PEORIA, ILLINOIS

MOTION BY COMMISSIONER

Deasberg

SECONDED BY COMMISSIONER

Jetton

MR. MAYOR, I move you that Ordinance No.

4126 hereto attached,

AN ORDINANCE APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN OF THE CITY
OF EAST PEORIA PERTAINING TO TRANSPORTATION PROJECTS AND FUTURE LAND USES

Having been read once by its title and having laid on the table for no less than one week for public inspection, be adopted as presented.

Edw. W. W. W.
MAYOR

MOTION BY COMMISSIONER

August 20, 2013
EAST PEORIA, ILLINOIS

MOTION BY COMMISSIONER

Denise

SECONDED BY COMMISSIONER

Decker

MR. MAYOR , I move you that Ordinance No.

4126 hereto attached,

AN ORDINANCE APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN OF THE
CITY OF EAST PEORIA PERTAINING TO TRANSPORTATION PROJECTS AND FUTURE LAND
USES

be accepted on its first reading as read by its title, and be laid on the table for no less than one week for public inspection.

Della Morgan
MAYOR

TO: The Honorable Mayor and the City Council

THRU: J. Thomas Brimberry, City Administrator

FROM: Ty Livingston, Director of Planning & Community Development 

DATE: August 13, 2013

SUBJECT: Comprehensive Plan Updates

BACKGROUND: In July, the Planning Commission reviewed targeted sections of the City's Comprehensive Plan. In this review, the transportation section and the future land use plan were the focus. With regards to the transportation section, the group looked specifically on trails. Three segments were identified to be added. These include letters F, G and H.

For the future land use map, the commission members looked most closely at the Pinecrest corridor given the recent development out there and what could develop in the future. Given the robust nature of the infrastructure in this corridor, it was decided that more emphasis on light industrial (warehousing, logistics, etc. . .) made sense. In addition, the regional economic effort has identified logistics as a key economic driver in Tazewell County and the location this corridor offers fits nicely into that plan. So, with that in mind much of the remaining land in the corridor is now colored on this map to be consistent with that thinking.

The Planning Commission voted 7-0 to recommend the proposed changes (shown on the attachments).

RECOMMENDATION: Approval.

ORDINANCE NO. 4126

**AN ORDINANCE APPROVING AN AMENDMENT TO THE
COMPREHENSIVE PLAN OF THE CITY OF EAST PEORIA
PERTAINING TO TRANSPORTATION PROJECTS AND FUTURE LAND USES**

WHEREAS, the City of East Peoria (the "City") adopted its current comprehensive plan and official map (the "Comprehensive Plan") in 2005; and

WHEREAS, the City of East Peoria has proposed an amendment to the Comprehensive Plan (the "Amendment") which modifies provisions intended to encourage the improvement of the transportation system serving the City and modifies the future land use plan for the City; and

WHEREAS, notice of a public hearing on the Amendment was published in the *Journal Star* on July 7, 2013; and

WHEREAS, consistent with the aforesaid notice, the Planning Commission conducted a public hearing on the Amendment on July 22, 2013; and

WHEREAS, the Planning Commission of the City has reviewed the Amendment and recommended its approval;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF EAST PEORIA, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The Amendment in the form attached hereto labeled as "Exhibit A" is hereby approved. The Amendment shall supercede any contrary provisions of the Comprehensive Plan. Except as modified by the Amendment, the Comprehensive Plan shall remain in full force and effect.

Section 2. The Comprehensive Plan as hereby amended shall henceforth serve as the comprehensive plan for the City.

Section 3. Upon the passage and approval of this ordinance, the Mayor and Clerk of the City are hereby authorized and directed respectively to execute and attest a notice of the adoption of the Amendment, which notice shall be filed with the Tazewell County Recorder of Deeds.

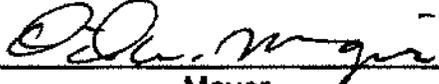
Section 4. This Ordinance is hereby ordered to be published in pamphlet form by the City Clerk and said Clerk is ordered to keep at least three (3) copies hereof available for public inspection in the future and in accordance with the Illinois Municipal Code.

Section 5. This Ordinance is in addition to all other ordinances on the subject and shall be construed therewith excepting as to that part in direct conflict with any other ordinance, and in the event of such conflict, the provisions hereof shall govern.

Section 6. This Ordinance shall be in full force and effect from and after its passage, approval and ten (10) day period of publication in the manner provided by law.

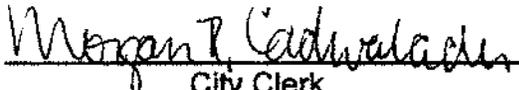
PASSED BY THE COUNCIL OF THE CITY OF EAST PEORIA, TAZEWELL COUNTY, ILLINOIS, IN REGULAR AND PUBLIC SESSION THIS 3rd DAY OF September, 2013.

APPROVED:



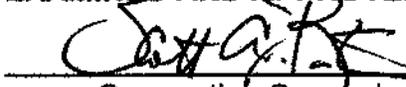
Mayor

ATTEST:



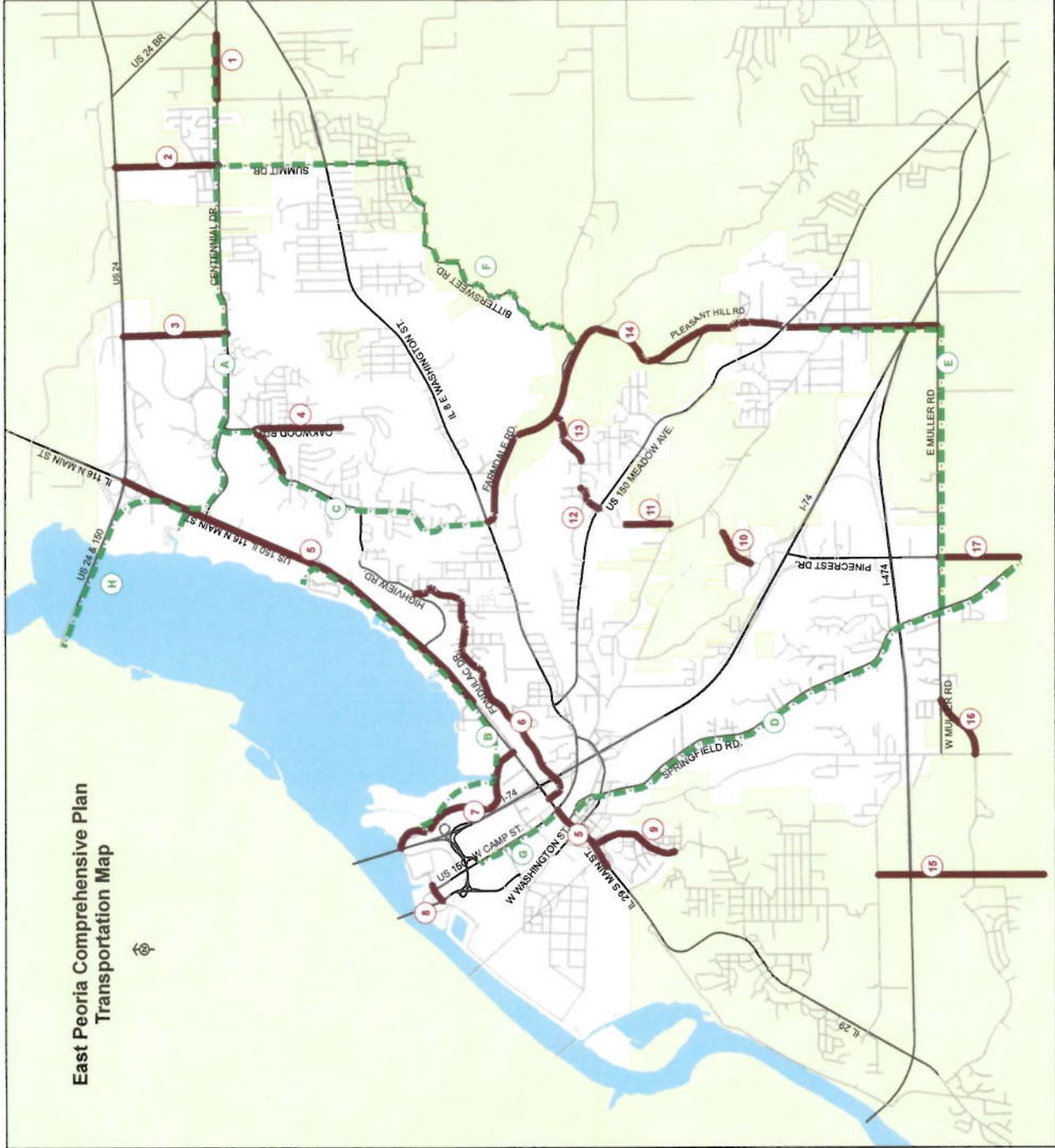
City Clerk

EXAMINED AND APPROVED:



Corporation Counsel

East Peoria Comprehensive Plan Transportation Map



East Peoria Comprehensive Plan Transportation Projects

Roadways

1. Centennial Drive Widening
2. Grange Road Improvement
3. ICC Connector
4. Highview & Oakwood Intersection
5. Main Street Widening
6. Fondulac Drive
7. N Main Street/Riverside Dr Connector
8. River Road Improvements
9. Pekin Avenue Realignment
10. Straighten Matheny Road
11. Neumann Lane Extension
12. Hill Road Bridge/Intersection Realignment
13. Ridge Road Improvement
14. Farmdale Rd/Pleasant Hill Rd Corridor
15. Pekin Veterans Drive Extension
16. Zion Oak/Muller Road Connector
17. Pinecrest Drive Extension

Trails

- A. Centennial Drive
- B. Riverfront Trail
- C. Highview Road
- D. Springfield Road
- E. Muller Road/Pleasant Hill Road
- F. Bittersweet Road/Summit Drive
- G. Camp Street Trail/Linear Park
- H. McCluggage Bridge Crossing

Legend

- Road Improvement
- - - Trail Improvement

TRANSPORTATION PLAN PROJECTS

ROADWAYS

1. Centennial Drive Widening

Centennial Drive has continued to be improved in recent years as it will be a major connector for future growth in its surrounding area. Centennial Drive should be widened from the Summit/Centennial intersection to Business Route 24 in Washington.

2. Grange Road Improvement

The completion of the Summit Drive extension has increased the benefit to traffic flow Grange Road offers to north/south mobility between Rt. 8 and Rt. 24. As it exists today, this is a rural cross-section roadway in need of an urban rebuild to be consistent with Summit Drive.

3. ICC Connector

There is a need for an additional north-south connector in the growing northern region of East Peoria. This plan has retained the ICC Connector, as it was the northern section of an internally municipal beltline which was identified in the 1993 comprehensive plan. This corridor, aligned with the current college entrance at Route 24, would connect Centennial Drive to US Route 24, and help alleviate traffic which is currently forced to travel through ICC.

4. Highview & Oakwood Intersection

This intersection in front of Armstrong School consists of two heavily-traveled collector streets that are both rural cross-sections in need of an updated urban design and better traffic control. Additionally, Oakwood needs to be improved all the way to Oaktree to the south and Highview improved to Regal Lane.

5. Main Street Widening

In conjunction with the I-74 project several years ago, North Main Street was widened north of I-74 up to Blackjack Boulevard. As this is the major north-south corridor for the region on the east side of the river, it would be ideal to make this entire stretch of North Main Street, up to Route 24, a six lane, controlled access facility with accompanying pedestrian/bike facilities. Additionally, the segment from Camp Street south to the Cedar Street Extension requires an additional lane in each direction as well as some intersection improvements. It's designation as a truck route by IDOT has increased traffic on the already busy thoroughfare.

6. Fondulac Drive

Fondulac Drive, owned by the Park District, is as much a transportation thoroughfare as it is a scenic overlook. Fondulac Drive needs to be rebuilt and include storm sewer and sidewalks along with scenic overlook areas where feasible. The improvements to Grandview Drive in Peoria can be used as a model.

7. North Main Street to Riverside Drive Connector

In order to improve access to the Bass Pro development area on the Riverfront and improve development opportunities along the west side of Main Street just north of I-74, this connector is required.

8. River Road Improvements

This short, one block stretch has become a major entrance into our City's main shopping area from the west. Improvements are needed at the intersection with West Washington, an additional northbound lane and turn lane additions at Camp Street. With regards to the latter, there is a potential to install a round-about to improve traffic flow through this intersection.

9. Pekin Avenue Realignment

The current configuration of this road provides many twists and turns for drivers along with some dangerous corners. Also, the intersection with Main Street provides for long delays during peak hours. The proposed realignment would address this issue along with providing for a much safer intersection.

10. Straighten Matheny Road

This project is needed to improve north south connectivity between I-74 and Bloomington Road and eliminate dangerous curves in the roadway.

11. Neuman Lane

Identified in prior comprehensive plans, this connection is a critical addition to north-south traffic movements within the City. Given its location, Neuman Lane is approximately half-way between where Bloomington Road meets Veterans and the Shady Knolls area connects with US Route 150.

12. Hill Road Bridge Replacement and Intersection Realignment

This project works along with #10, 11, and 13 to establish an improved north-south connection through this part of the City. Hill Road bridge needs to be replaced as it is currently unpassable for vehicular traffic. Additionally, and intersection realignment with Rt. 150 would provide a direct connection with Neuman.

13. Ridge Road Improvement

This facility is the "back door" to EastSide Centre for many residents. It continues to experience many erosion issues that impact the edges of the roadway. An urban rebuild of this segment down the hill to the soon-to-be-replaced bridge over Farm Creek is badly needed.

14. Farmdale Road/Pleasant Hill Corridor

Given the location and connectivity of these roads, this corridor needs to be improved through widening, sidewalks and realignment to become the secondary north/south corridor through the City.

15. Pekin Veterans Drive Extension

While not directly planned to connect with the City of East Peoria, preparation for its potential impact upon development in the southern portion of the City should be addressed. This project is also included as a regional transportation project given its scope.

16. Zion Oak/ Muller Connector

This connector will improve east/west access along the current southern edge of the city and maximize the development impact of the proposed Pekin Veterans Drive Extension which will offer another north/south route in this area.

17. Pinecrest Drive Extension

The proposal to 4-lane Pinecrest in the 1979 comprehensive plan was carried out only to Muller Road. It is recommended that this project be extended to Springfield Road. The Springfield Road/ Muller Road area is projected in this plan to be a prime growth area of East Peoria. A southerly extension of Pinecrest will serve this area and also will enable Pinecrest to serve as an alternative to Springfield Road.

TRAILS

A. Centennial Drive

This trail would connect the Riverfront Trail at Spindler Marina to the Washington Trail System. The north side of Centennial would be preferred as much of the length is owned by two property owners (ICC and Fondulac Park District) which would simplify property acquisition.

B. Riverfront Trail

This would connect the trail termination behind Bass Pro to the current end of the trail's northern leg at EastPort Marina. Much of this distance will run closer to Main Street than the river to allow easier maintenance. Scenic outlooks to the river will be strategically-provided.

C. Highview Road

This segment would provide a connection between ICC and Rt. 8 (and the sidewalks on both sides of this facility).

D. Springfield Road

This north-south route would provide a vital connection between the River Trail of Illinois at Main and Springfield out to the southern edge of the City

E. Muller Road/Pleasant Hill Road

This connector would run from the River Trail of Illinois at its intersection with South Pleasant Hill Road to the proposed Springfield Road Trail.

F. Bittersweet Road/Summit Drive

This connection allows for a north-south corridor along the eastern side of the city when combined with potential Pleasant Hill Road improvements.

G. Camp Street

This segment would provide a hiking/biking trail along with a linear park along a stretch of Camp Street with limited sidewalks. It would also connect with the River Trail of Illinois and the Levee District.

H. McCluggage Bridge Connector

With the recent discussion regarding the replacement of the southern span of the McCluggage Bridge, the Planning Commission has identified this project as an ideal opportunity to improve pedestrian connectivity across the Illinois River.

REGIONAL TRANSPORTATION PROJECTS

- *Eastern Bypass-*

Monitor progress on the Eastern By-Pass, connecting I-474 via an Illinois River bridge to the Route 6 spur in Mossville.

- *Peoria-to-Chicago Freeway-*

Promote the development of a true Peoria-to-Chicago direct 4-lane interstate facility on the east side of the Illinois River.

- *Pekin's Veterans Drive Extension-*

Promote the development of Pekin's Veterans Drive extension which will connect in to I-474 and Fischer Road in Creve Coeur.

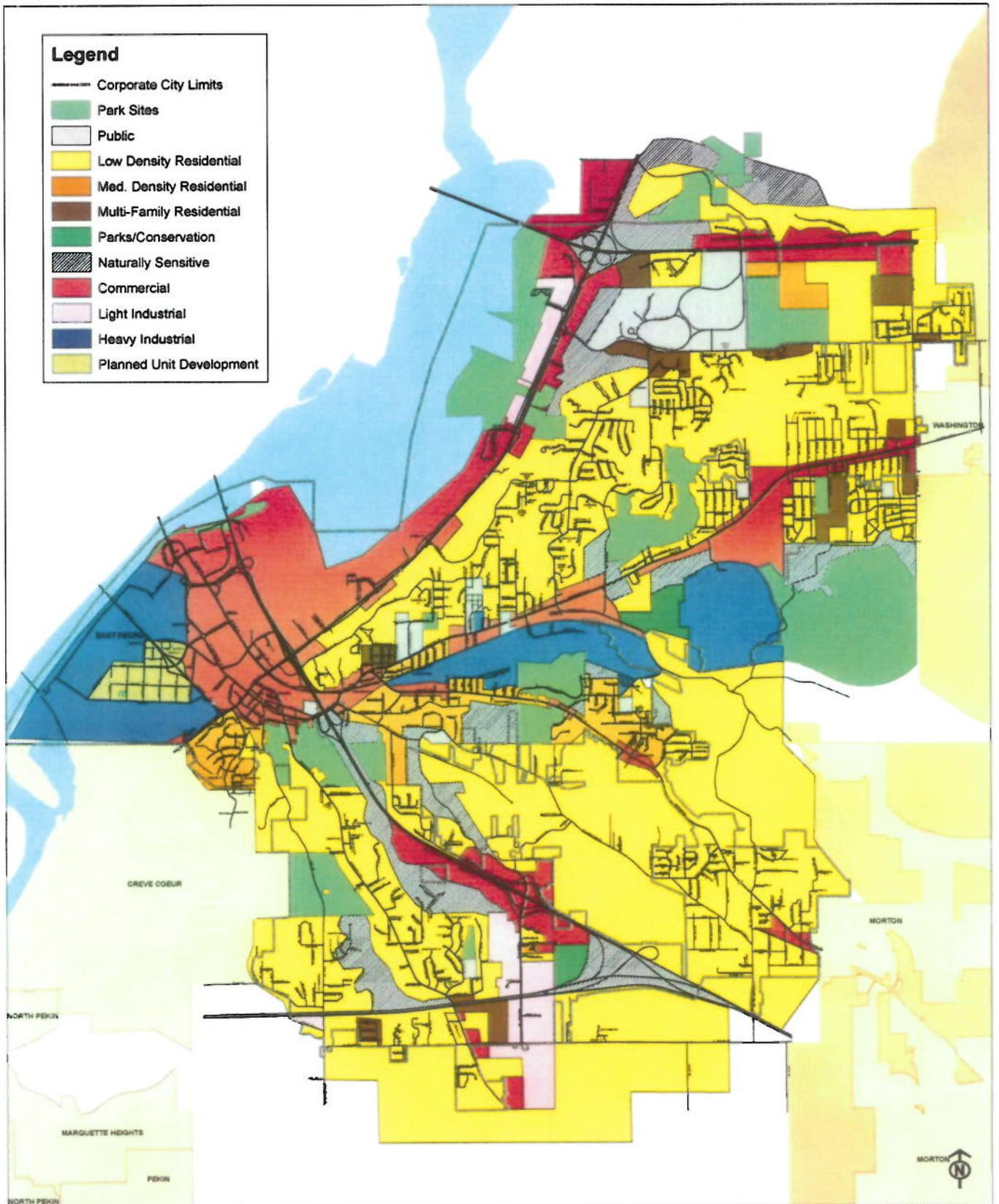
SUMMARY OF TRANSPORTATION GOALS

While considerable traffic improvements have been made in East Peoria, it is still difficult, because of terrain, to move from one part of the community to another. Better use of several cross-connector roads is recommended. A number of other regional transportation projects surrounding East Peoria have the potential of affecting East Peoria's existing systems. Continued dialogue is stressed to ensure the best alternatives for East Peoria are evaluated.

TRANSPORTATION GOALS AND OBJECTIVES

- Develop and implement physical and financial policies to insure adequate maintenance of streets through short and long range planning.
- Construct new streets and upgrade existing streets in accordance with a pre-determined street and highway plan.
- Evaluate major City streets (and entering highways) for ways in which roadside plantings can make travel to or through the City a more pleasant and attractive experience. Gateway entrances are critical in establishing a good first impression.
- Utilize land banking and restrictive zoning for alternative uses to preserve rights of way that become abandoned.
- Recognize the unique advantage of excellent rail, truck, and water transportation facilities, using them individually or collectively in marketing the community to prospective businesses.
- Pursue adequate connection to the proposed Chicago highway to the high speed rail corridor, and to all forms of mass transit.
- Implementation of the Transportation Plan which is detailed on the following pages.
- Continue to seek suitable cross-connector road locations
- Encourage the use of alternative forms of transportation by providing complementary sidewalks and bike lanes/trails on all transportation projects constructed in the City of East Peoria
- Promote connections to hiking/biking trails from other communities.

East Peoria Future Land Use Map





Fon du Lac Park District

201 VETERANS DRIVE • East Peoria, IL 61611
(309) 699-3923 • (309) 699-3419 FAX

Mr. Dave Mingus
Mayor, City of East Peoria
100 South Main Street
East Peoria, Illinois 61611

October 30, 2013

Dear Mayor Mingus,

I was excited to hear the City of East Peoria has plans to develop additional linear parks along Camp Street. As we both know, these pedestrian friendly developments add a great quality of life component for not only our residents, but also for those who visit our fine city. As the Director of the Park District I appreciate the City including recreation and alternative transportation components, which we would be unable to fund, within commercial development projects. And, as always, understand the Park District will do everything within our power to help in the maintenance and upkeep of these recreation areas.

I and the Board of Commissioners appreciate the City's efforts to expand recreational opportunities within the City of East Peoria. Please let me know if there is anything we can do to help in this process.

Sincerely,

Brad Smith
Executive Director



Illinois Valley Wheelm'n
6518 N. Sheridan Rd. Suite 2
Peoria, IL 61614

City of East Peoria
Department of Planning and Development
City Hall
100 S. Main St.
East Peoria, IL 61611
Attention: Ty Livingston
3 November 2013

To Whom It May Concern:

On behalf of the entire membership of the Illinois Valley Wheelm'n I am writing today in support of extending the multi-use West Camp Street Trail. This trail extension will not only compliment the existing River Trail of Illinois on the opposite side of the street, but will also connect trail users to newly-developed shopping districts in East Peoria. In addition, this trail extension will help create a safer and more direct link between the Rock Island and East Peoria/Morton Trails. This effectively connects over 50 miles of bicycle trails and allows a continuous and direct bicycle corridor from Toulon through Peoria, into East Peoria, and finally into Morton. The Illinois Valley Wheelm'n extend their full support behind the funding and construction of this trail extension as it will most definitely help the Central Illinois area become more sustainable and bicycle-friendly.

Sincerely,

Chris Salvador
Vice President
Illinois Valley Wheelm'n
CJSalvador26@gmail.com
(309) 229-1404

OFFICE OF THE MAYOR

100 South Main Street
East Peoria, Illinois 61611
Phone: (309) 698-4750



David W. Mingus
Mayor

November 4, 2013

Ty Livingston
Director of Planning and Community Development
City of East Peoria
100 S. Main St.
East Peoria, IL 61611

RE: 2013 TAP Application

Dear Ty:

The City of East Peoria is excited regarding the plans to expand recreational opportunities within our community including the development of additional trails/linear parks along Camp Street. This pedestrian friendly area adds a unique quality of life component for our residents and visitors to our community. The City Council continues to be an avid supporter of trails and parks and by integrating recreation and alternative transportation in our development.

On behalf of the East Peoria City Council, we fully support the Transportation Alternatives Program (TAP) application and appreciate your efforts to secure funding. Additionally, funding has been allocated to cover any anticipated expenses this fiscal year for the grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dave Mingus'. The signature is fluid and cursive, with a large initial 'D'.

Dave Mingus

DM:mg



EAST PEORIA SANITARY DISTRICT

CONSERVATION AND FLOOD CONTROL SINCE 1928

November 12th, 2013

Ty Livingston
Director of Planning and Community Development
City of East Peoria
100 South Main Street
East Peoria, Illinois 61611

RE: Proposed Multi-Use Paths

Dear Ty,

The East Peoria Sanitary District has and continues to support the construction of additional multi-use paths along our levees. The path's provide all weather access and improve the levee's accessibility for maintenance and repairs.

To protect the levee system's integrity, the proposed improvements have been and will continue to be submitted to the United States Army Corps of Engineers and Illinois Department of Natural Resources, if applicable, their review and approval.

If you have any questions or comments, do not hesitate to contact our District Engineer, Robert Culp at (309) 222-8589.

Sincerely,

Brad Brooks
President

A handwritten signature in black ink that reads 'Brad Brooks' in a cursive script.



201 Clock Tower Drive
East Peoria, IL 61611
309.699.6212 **phone**
309.699.6220 **fax**
www.epcc.org **web**

November 1, 2013

To Whom It May Concern:

The East Peoria Chamber of Commerce believes the West Camp Street Trail/Linear Park will improve access to jobs for employees using alternative modes of transportation.

We are supportive of this effort!

Sincerely,

A handwritten signature in cursive script that reads "Rick".

Rick Swan, Executive Director

RS:mg