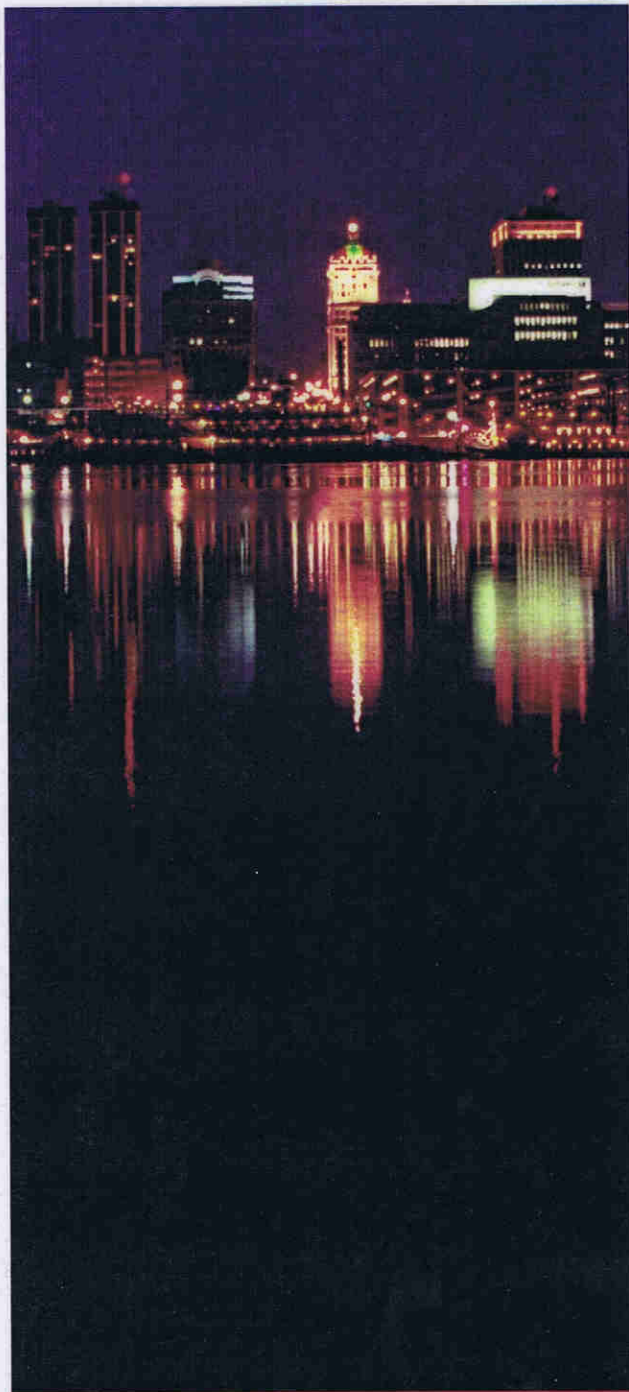


# APPENDIX C

## Public Input



## Advisory Group Members

Mr. George Saal, Chairman  
Tazewell County Board  
331 Margaret Street  
Pekin, IL 61554

Ms. Sharon Kennedy, Chairman  
Peoria County Board  
Room 401 Peoria County Courthouse  
Peoria, IL 60602

Honorable Jim Maloof  
Mayor, City of Peoria  
419 Fulton Street  
Peoria, IL 61602

Honorable David Tebben  
Mayor, City of Pekin  
400 Margaret Street  
Pekin, IL 61554

Honorable Donald Gronewold  
Mayor, City of Washington  
115 W. Jefferson Street  
Washington, IL 61571

Mr. Marvin Johnson, President  
Village of Germantown Hills  
216 Holland Road  
Metamora, IL 61548

Mr. Ray Tilley, Chairman  
Greater Peoria Mass Transit District  
2105 NE Jefferson Street  
Peoria, IL 61603

Mr. Ric Bosch, Director  
Door to Door Transportation  
1601 SW Washington  
Peoria, IL 61602

Mr. Dave Sager  
G&D Transportation  
148 Wesley Road  
Creve Coeur, IL 61611

Mr. Steve Hammer, Manager  
Transportation Review Program  
Illinois Department of Natural Resources  
Lincoln Tower Plaza, Room 310  
524 South Second Street  
Springfield, IL 62701

Mr. Michael Brillhart, Director  
Tri-County Regional Planning Commission  
100 N. Main Street, Suite 301  
East Peoria, IL 61611

Mr. Harrold Shepard, Chairman  
Woodford County Board  
240 W. Second Street  
El Paso, IL 61738

Mr. Gene Hewitt  
Technical Committee Chair  
PPUATS  
419 Fulton Street  
Peoria, IL 61602

Honorable Jeff Giebelhausen  
Mayor, City of East Peoria  
100 South Main Street  
East Peoria, IL 61611

Mr. Robert Hertenstein  
President, Village of Morton  
120 N. Main Street  
Morton, IL 61550

Mr. Jim Garber, President  
Village of Metamora  
214 S. Hanover  
Metamora, IL 61548

Mr. Earl Franks, Chairman  
East Peoria Mass Transit District  
100 South Main Street  
East Peoria, IL 61611

Mr. Jim Thompson, Director  
We Care Shuttle  
348 N. 3rd, Box 16  
Morton, IL 61650

Mr. James Rada, Chief Engineer  
P&PU Railroad  
101 Wesley Road  
Creve Coeur, IL 61611

Ms. Mary Gade, Director  
Illinois Environmental Protection Agency  
2200 Churchill Road  
Springfield, IL 62706

Mr. Richard Nelson, Field Supervisor  
U.S. Department of Interior  
Fish & Wildlife Service  
Rock Island Field Office  
4469 48th Avenue Court  
Rock Island, IL 61201

Admiral Paul Blayney, Commander  
2nd Coast Guard District  
Ray Boulevard  
1222 Spruce Street  
St. Louis, MO 63103

Mr. Steve Chard, Chief  
Illinois Department of Agriculture  
Bureau of Farmland Protection  
Illinois State Fairgrounds  
P.O. Box 19281  
Springfield, IL 62794

Mr. William Franz, Chief  
U.S. Environmental Protection Agency  
Region 5  
Planning and Assessment Branch  
77 W. Jackson Boulevard  
Chicago, IL 60604

Mr. Stephen Scates, Executive Director  
U. S. Department of Agriculture  
Ag. Stabilization Conservation Service  
P.O. Box 19273  
Springfield, IL 62794

**SUBJECT:** Peoria Eastern Ring Road Major Investment Study

**PROJECTS:** Heart of Illinois Highway Feasibility Study Job No. P-94-004-93 (PSB 79/24) Supplemental Major Investment Study (MIS)

**MEETING DATE:** September 13, 1995

**MEETING LOCATION:** IDOT District 4 Offices, Peoria

**ATTENDEES:** George Ryan, IDOT Dist. 4  
Gary McConkie, IDOT Dist. 4  
Paula Green, IDOT Dist. 4  
Sean Coyle, IDOT Dist. 4  
Jim Saag, CH2M HILL  
Larry Martin, CH2M HILL  
John Boyle, CH2M HILL

The meeting was held to discuss a supplemental project to the Heart of Illinois Feasibility Study (HOI). The supplement would produce a Major Investment Study document for the Eastern Ring Road corridors identified in the HOI study.

The meeting discussed the amount of work required to fill the MIS criteria, the coordination process, and schedule for completion. The following information was provided to help develop the project scope:

- The identification of a corridor will not be a part of the MIS.
- A traffic model will be developed to look at level of service and develop scenarios for each of the three corridors. We will use TCRPC model and develop a series of what-if scenarios.
- Documentation from the Heart of Illinois Feasibility Study will be used for environmental component.
- A public information hearing or meeting may not be the most effective means of generating comments. We may consider a comment distribution process with a document on-file for review process. Possibility of using PPUATS as a forum. Public input for the MIS could be combined with the corridor study portion of the project under a separate contract. This would depend on the MIS requirements for public hearings.
- Sean Coyle provided copies of the Mississippi River Crossing MIS process for consideration in the scope of this MIS.
- Available funds from the HOI contract are between \$350,000 and \$400,000.

The meeting ended with a decision to hold a 9/25 meeting with FHWA to gain input on the proposed scope of the Eastern Ring Road MIS project. After this meeting CH2M HILL will refine the scope and provide further detail on the proposal.

## Major Investment Study Scoping

### Meetings Synopsis

Coordination and consultation was an ongoing effort for this Major Investment Study. The following meetings and consultations were held during the course of the study:

Table		
Meeting Date	Meeting Topic/Attendees	Meeting Results
February 28, 1996	Advisory Group Members IDOT District 4 IDOT Office of Planning and Programming FHWA	Reviewed the problem statement, traffic forecast data, public input results, Purpose and Need and screened alternative strategies.
February 28, 1996	Draft Purpose and Need IDOT D4 IDOT Central Office FHWA Consultant	Reviewed Purpose and Need Statement, discussed differences between Major Investment Study and EIS for purpose and need. Developed a review/consensus schedule for Purpose and Need.
February 13, 1996	Population and Employment Forecast Tri-County RPC IDOT D4 Consultant	Presentation of the Population and employment forecast data that was used in the Tranplan Model. The purpose was to ensure that the data, methodology, and results were reasonable with the Planning Commission Staff.
January 22, 1996	Tranplan Calibration/Pop Employment Tri-County RPC IDOT D4 Consultant	Presented the model calibration process and discussed the data and methodology for determining the 1995 and 2025 population/employment forecast.
December 20, 1995	Bradley University IDOT District 4 Consultant	Developed the public involvement/telephone survey portion of the project.
December 7, 1995	IDOT District 4 IDOT Office of Planning and Programming Consultant	Discussed public involvement procedures and developed strategy for meaningful public involvement.

January 15, 1996	Urban Growth Areas Tri-County RPC IDOT D4 Consultant	Reviewed information relating to the location of future residential and employment growth within the urban area. The basis of this discussion related to existing planning documents and current growth patterns and trends.
November 21, 1995	Advisory Group Members IDOT District 4 IDOT Office of Planning and Programming FHWA	Reviewed the Major Investment Study process, discussed the calibration of the model, the various strategies that would be considered, and the public input process.
November 3, 1995	IDOT District 4 Federal Highway Administration IDOT Office of Planning and Programming Consultant	Discussed the scope of the Major Investment Study, development and use of the Tranplan Model participants in the process. Accepted comments and input to the process.
November 1, 1995	IDOT D4 IDOT Office of Planning and Programming FHWA Consultant	Discussed who should be involved as scoping participants and the public input process for the MIS.
October 26, 1995	IDOT D4 GP Transit Consultant FHWA IDOT Central Office	Discussed the Major Investment Study process and requested transit district input into the process and involvement in the study.
September 25, 1996	IDOT District 4 Consultant	Reviewed the process for completing the Major Investment Study including: Modeling Scoping participants Participant roles Options to be considered

Notes from these meetings are also included in this Appendix.

## **F. Scoping Document**

Pre-Scoping meetings were held to ensure clear understanding of the Major Investment Study process with the primary reviewers of the document. These included the Illinois Department of Transportation, the Federal Highway Administration, the Tri-County Regional Planning Commission (the MPO) and the Greater Peoria Mass Transit District. A scoping document was developed that laid out the basic procedures followed for considering and analyzing alternatives. The meetings with the pre-scoping group did not place limitations on the potential alternatives to be analyzed by the study. Most of the meeting participants agreed that passenger rail was not a viable alternative. This was confirmed later by the Advisory Group, which eliminated this strategy during their first meeting.

The process for screening alternatives would include research by the consultant on the viability of alternatives, presentation of alternatives to the Advisory Group for their input, and the input provided by the public input survey.

Upon determination of the reasonable alternatives the consultant would pose a series of "what if" questions to determine the threshold for improvement on the transportation problem. This analysis would include both single and combined alternative strategies.

**G. Initial Set of Major Investment Strategies**

In order to ensure a comprehensive analysis an extensive list of investment strategies was developed to ensure that all possibilities would be considered. The following list of strategies reflects this research:

**SUBJECT:** Peoria Eastern Ring Road Major Investment Study

**PROJECTS:** Heart of Illinois Highway Feasibility Study Job No. P-94-004-93 (PSB 79/24) Supplemental Major Investment Study (MIS)

**MEETING DATE:** September 25, 1995

**MEETING LOCATION:** IDOT District 4 Offices, Peoria

**ATTENDEES:** SEE ATTACHED

The meeting was held to discuss the process for completing a Major Investment Study for the Heart of Illinois Feasibility Study (HOI). The HOI study identified the need for an eastern ring road through the area due to forecasts for traffic congestion on the existing river crossings. The HOI study provides the basis for the problem statement to be incorporated into the major investment study.

Through general discussion, the following items were brought forward for consideration:

1. Tranplan modeling- The IDOT Office of Planning and Programming has a consultant on board assisting MPOs in Tranplan modeling. This consultant may be available to assist in developing a model for the MIS.
2. Scoping meeting participants- The following list of potential participants was discussed; FHWA, FTA, GP Transit, MPO, EPA, USACE, IDOT, counties, NRCS, PUATS, DNR, and Fish and Wildlife.
3. Options that should be included in the MIS: park-and-ride facilities, bicycle, and pedestrian facilities.
4. The targeted completion date is February 1996.

The general process for the MIS project will be to identify the problem, consider alternatives and document the most feasible alternative to solve the problem. In general, the consensus was that there may be transportation alternative that will assist in solving the problem but the solution for Peoria will likely be a highway solution.

There was extensive discussion on the product and the next steps in the study process. Pete Frantz indicated that the EIS process, draft or final, should be included in the MIS or this study should be considered a Part I MIS with the next contract completing the MIS. His point was that the resource agencies were supposed to buy into the project at an this early planning phase and then FHWA would stand by the decision as the project moved forward. This would put FHWA in the role of the gate-keeper for the EIS, not permitting resource agencies to come in at a later date and cause delay because they are not happy with the project. FHWA is supposed to stand up and say that they had their chance and the project

# MEMORANDUM

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September 25, 1995

SEE ATTACHED

moves forward. Mr. Frantz's concern was that without specific information about the project corridor and its impacts the resource agencies will not buy in.

Annette Mills responded that the \$2 million is not enough to complete a full EIS for this project. The District is trying to complete the MIS and then move into the second contract for corridor selection and identification of a center line. This would allow the District to initiate corridor protection under state statutes. The District and Central Office are aware that there are risks involved in this with respect to the EIS and future federal funding. Right-of-way for the project would be purchased with state funds until such time that the full EIS can be completed.

The MIS will not define a corridor.

The proposed process is as follows:

- Identify the problem
- Identify various modes and alternatives
- Analyze and eliminate options and alternatives
- Formulate a strategy with the best solution
- Protect the corridor
- Develop the EIS

Pete Frantz suggested that he is not suggesting any changes in the project only to change the name. Part I MIS would be as we have discussed. Part II of the MIS would be to define the corridor and centerline.

It was felt that this obscures the line between planning and project development.

Steve Baker reiterated the alternatives discussion and pointed out that for mid-size MPOs like Peoria there are not a lot of reasonable alternatives. We make sure we have the right actors, IDOT is the implementing agency and would present the alternatives that they reviewed and ask if there are other things that they need to consider.

This process will get public input and will represent that there are three corridors feasible for environmental and engineering study. These are the givens of the process and provide information that the highway solution is the solution and the corridors will be identified. There will be adjustment within the corridors.

Pete Frantz stated that the CH2M HILL contract did not include the identification of the general alignment, operational characteristics, number of lanes, layout or access control. These factors are in the MIS regulations. This information will be identified in the next contract, thus he recommends calling it a MIS Part I.

Annette Mills asked Jon Paul Kohler if the proposal is an MIS meeting FHWA regulations?

# MEMORANDUM

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September 25, 1995

SEE ATTACHED

Jon Paul responded that step 1 is considering a solution to the problem. Step 2 is studying a corridor based on the solution. Jon Paul indicated that after the CH2M HILL contract we will have a modal strategies document to solve our problem. Then we move into the second phase to look at the corridors. All agencies should buy into the CH2M HILL document and this closes the alternatives portion.

Pete stated that this is fine as long as you do not call this the end of the MIS.

Annette indicated that this process has been discussed at the director's level and that she will work with Pete to clarify the process separate from this meeting.

The next topic of the meeting was to discuss the proposals for the MIS and the corridor analysis contract. The following comments were received regarding the scope of the MIS project:

- Purpose and need will be defined in the MIS portion of the study. Getting purpose and need out of the way and looking at appropriate range of alternatives should be the focus of the first contract.
- Scoping should be one of the first steps in the MIS.
- We must do everything we can to get the resource agencies to the table and obtain their concurrence at the point of decision. Then rely on FHWA to back up the decision.
- The MIS should be done in an EIS format for future EIS development

The corridor analysis project had the following comments made:

- Only design variations will be considered in this next step.
- The second contract will identify fatal flaws for corridor selection.
- 404 concurrence will be dropped at this time.
- Resource agencies will not sign-off on corridor selection, only that the corridors are "OK".

# ATTENDANCE SHEET

NAME	REPRESENTING
1 Wendy Jarvis	IDOT - District 4
2 John Tripses	IEPA - Peoria
3 DICK JENNINGS	IEPA - PEORIA
4 Paula Green	IDOT-DISTRICT 4
5 LARRY MARTIN	CHM -
6 PETE FRANTZ	IDOT - Environment Section
7 EARL FRANKS	E.P. MASS TRANSIT, DIST.
8 Bob Wraight	Village of Morton
9 Jim Saag	CH2M HILL
10 Greg Knapp	Woodford County
11 BILL SMITH	IDOT - OPPU SPFLD
12 Jon-Paul Kohler	FHWA - Springfield
13 Keith Hoernschmeyer	FHWA - Springfield
14 R. HERTENSTEIN	MORTON
15 Steve Baker	IDOT SPFLD
16 Annette Mills	IDOT Dist 4.
17 Greg Rosney	T&E-Board - City of Peoria
18 Roger Wiebisch	Coast Guard Bridge Branch
19 Jeff. Stambaugh	CPMTH
20 A. Thompson	Que Dane ZMC,
21 Michael Brillhart	TCRPC
22 GEORGE RYAN	IDOT #4
23 Paul B. Muser	R&PC
24 Jim Rada	"
25 Sung Lee	HN TB

# ATTENDANCE SHEET

NAME	REPRESENTING
1 Chris Rops	HNTB
2 RICH KRIEBSMAN	CITY OF PEKIN
3 GARY Mc CONKEY	IDOT
4 JIM HARTWIG	IDOA
5 DAUE SAGER	GOVT TRANSPORTATION
6 JAMES GABER	VILLAGE OF METAMORA
7 Steve Van Winkle	City of Peoria
8 <del>Dr. J. Brown</del>	City of Peoria
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**SUBJECT:** Peoria Eastern Ring Road Major Investment Study

**PROJECT:** Heart of Illinois Highway Feasibility Study Job No. P-94-004-93 (PSB 79/24) Supplemental Major Investment Study (MIS)

**MEETING LOCATION:** MPO Annual Planning Conference, Hotel Pere Marquette, Peoria, Illinois

**MEETING DATE:** November 1, 1995

**ATTENDEES:** Annette Mills, IDOT District 4  
Jon Paul Kohler, FHWA Springfield  
Steve Baker, IDOT Springfield  
Bill Smith, IDOT Springfield  
Sean Coyle, IDOT District 4  
John Boyle, CH2M HILL Peoria

The subject of the meeting was to discuss the scoping participants and public input process for the Heart of Illinois Supplemental Study MIS. The meeting was held during the IDOT fall Planning Conference rather than the scheduled date of November 3 (9:30 a.m.).

The discussion revolved around the CH2M HILL Technical Memorandum No. 3, which is attached.

The list of scoping participants was generally accepted by all meeting participants. The listing represents comprehensive inclusion of local, natural resource, and transportation agency stakeholders.

The following comments/additions were made:

- PPUATS should be represented by the Technical Committee Chair.
- The County Board Chair for each county should make their own appointments
- We should strive to include the Mayor of Germantown Hills, which may require direct contact.
- We should include Mayor Garber from Metamora.
- Additional Transportation Agencies should include a person involved in local trucking such as Dave Sager, from G&D Transportation, and a person representing a local railroad, such as the P&PU Rail Road.

**MEMORANDUM**

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November 3, 1995

It was noted that letters requesting appointments for the FHWA and FTA should be directed to:

Mr. Joel Ettinger  
Federal Transit Administration  
55 East Monroe, Suite 1415  
Chicago, IL 60603  
312-886-0351 FAX

or

Mr. Michael Cook  
Division Administrator  
Federal Highway Administration  
3250 Executive Parkway  
Springfield, IL 62703  
217-492-4621 FAX

Letters requesting participation should include information about the participant's role, the number of meetings and the anticipated outcome of the process. These letters could be modeled after the Bloomington, Normal, MIS letter, which was considered a good model.

Sean Coyle will work with John Boyle (CH2M HILL) to make contact, both direct and by letter, with the participants for the study.

The attached Technical Memorandum will be distributed to the participants immediately for further consideration and input on the list of participants. Additions and/or changes should be directed to Sean Coyle at IDOT District 4, 309-674-3474.

**AGENDA**  
Eastern Ring Road  
Major Investment Study  
Advisory Group Meeting

There will be a meeting to discuss the Eastern Ring Road Major Investment Study on **November 21, 1995 at 9:30 AM**. The meeting will be held at the Illinois Department of Transportation, District 4 offices 400 Main Street 6th floor training room.

The following topics will be discussed:

**1. INTRODUCTIONS**

**2. MAJOR INVESTMENT STUDY**

- MIS Overview
- Schedule
- MIS Study Area
- Mobility Problem

**3. PROJECT STATUS**

- Regional Traffic Model
- Model Inputs
- Model Outputs

**4. TRANSPORTATION SYSTEM DISCUSSION**

- Highway System
- Transit System
- Rail System
- Pedestrian/Bicycle System

**Please contact Sean Coyle at 671-3474 if you are unable to attend.**

## INTRODUCTIONS

By Annette Mills

Provide background on the Heart of Illinois Feasibility Study

Discuss the activities that have led up to this next step in the process.

Explain that the completion of this supplemental study will lead into the next phase of the HOI study, the selection of a ring road corridor and definition of a centerline.

## ROLES

Explain that the group was put together to provide a broad range of expertise and input into defining transportation problems and developing strategies to solve those problems.

Participation in this study will lead to the development of transportation strategies, not to the selection of a corridor.

Participation in this study will lead into the next phase for corridor/centerline analysis.

Each person in the room will play one or more of the following roles:

- Transportation providers- Input into the transportation issues and the facilities. Operational experience and expertise.
- Local agencies- connection to the interests of the public and input into the strategies to solve transportation problems.
- Resource agencies- Early involvement in the transportation planning process, input into the purpose and need statement.

All of the participants represent larger bodies or interest groups, we request that you report back the progress made on this study to these groups and relay comments from the group to the study.

Introduce Larry Martin

# MAJOR INVESTMENT STUDY

## OVERVIEW/DEFINITIONS

A major investment study is a tool developed to support decisions on the design concept and scope of major transportation investments when federal funds are being considered.

The outcome of an MIS will aid in the selection of a transportation investment strategy.

A Major Investment Study will provide more complete information on the costs, benefits, and impacts of alternative investment strategies so that more informed choices can be made.

Most importantly, an MIS also provides a mechanism through which all reasonable alternative investment strategies for addressing the transportation problems of a metropolitan area can be considered.

## TERMINOLOGY

Travel Demand Management (TDM)- Travel Demand Management are programs designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, changing the time of or need to travel. TDM alternatives include:

- Carpools and vanpools
- Public and private transit, including shuttles
- non-motorized travel including bicycling and walking
- Compressed work weeks
- Flexible work schedules
- Transit service improvements
- Preferential lanes for van or carpools

Transportation System Management (TSM)-

Traffic Modeling-

Trip

Generation

Production

Attraction

Function

Other Definitions????

## MISSION

The mission that we are here to accomplish can be simply stated as a resolution to a transportation problem within the metropolitan area.

## MIS STUDY AREA

The study area includes the Peoria/Pekin metropolitan area. Specifically the areas on the east side of the Illinois River. **(We need to have a map overhead)**

## PRELIMINARY DEFINITION OF THE MOBILITY PROBLEM

The Heart of Illinois Feasibility Study provided a preliminary definition of the problem with regional transportation in the Peoria Metro area. The study showed the importance of a complete ring road for the efficient use of a new highway connector to the Chicago area. It also showed that regional traffic would benefit from such a highway. Traffic and population growth forecasts developed in the Heart of Illinois Study reflected that the regional land use patterns, employment opportunities and demographics have caused travel habits and traffic patterns to change. These factors have caused an increase in travel demand on the eastern side of the region. The efficiency of the transportation system has decreased and is likely to continue to decline in the future.

## TRANSPORTATION SYSTEM ANALYSIS

### TRANSPORTATION SYSTEM MARKETS

Transportation markets can be broken into two components, essential and nonessential travel. Examples of essential travel include employment, education and medical service trips. Non-essential travel include trips for recreation, entertainment, and some shopping.

Choices regarding where we reside also influence transportation system markets. These choices are based on variety of factors, including proximity to work, schools, shopping, and prestige. As the Peoria metropolitan area has grown, these factors have changed traditional travel patterns.

Employment commutes have increased in length and number. This is due to a combination of factors.

Suburban development within Peoria has moved the population further from their place of employment.

Economic changes have caused an increase in the amount of travel on the highways. Peoria has seen its manufacturing dominated economy become balanced with service sector employment. This change is tied to a loss of almost 50% of the region's high paying manufacturing jobs during the late 1970s. The economic shift from a manufacturing base to a service economy is a primary

factor in changing travel patterns. Employment within service industries is typically lower paying than manufacturing jobs and causes an increase in the number of two income families. This increases the number of trips generated by a household.

The location of new employment centers in the Bloomington Normal area is another factor that has influenced the location of households within the region. Recent employment trends in Bloomington Normal include an auto manufacturing plant and expanded white collar employment opportunities. These opportunities are factors that cause households to move to the eastern side of the Peoria region.

Additional influences in the transportation market are reflected in trends within higher education and the housing market. Male and female college graduates are more career orientated. This establishes a relatively new market for transportation. There are more female a.m./p.m. peak hour travelers today than there were 10 years ago. The type of trip has also changed. Instead of a direct trip from home to the place of employment trips are linked together. The typical trip to and from work will include dropping children at school or day care, shopping and other "errand" trips that were previously made during off peak travel times. The housing market has also changed from the post-World War II era.

Career-orientated households have greater buying power and have created a larger market for housing selling for between \$150,000 to \$250,000. The locations for this housing are concentrated on the northeast, east-north, and northwest portions of the region.

The combination of these factors have caused dramatic changes in our transportation markets that until recently have not been reflected in the transportation planning and development process.

Our highway system, particularly on the east side of the region is designed along radial highways feeding into the urban core. There is little or no connection between communities on the east side of the river. This forces persons traveling between these communities to travel into the urban core and back out for internal travel. The concentration of employment centers along the river and in the northern portion of the region also force traffic into the river crossings at I-74 and the McCluggage Bridge.

The mass transportation system is also designed to bring all users to the central business district as the primary point of destination. Today's travelers need to go to employment centers located on the fringe of the urban area. They also need to drop children at day care and pick up dinner on the way home.

The terrain within the region also affects land use patterns and the transportation system that serves it. The bluffs and valleys that make the region attractive to

live in also tend to create radial development patterns away from the core of the community. The river that divides the community then causes the transportation system to operate with congestion points that are very difficult to improve

The current transportation system is not designed to accommodate these new transportation markets. It is with these factors in mind that we are embarking upon a transportation planning process that begins by defining what the problem is and where the market pressures exist for transportation, then developing strategies to resolve these problems in cooperation with the stakeholders (local govt. trans. providers, and resource agencies) in the transportation industry.

### HIGHWAY SYSTEM

Traffic within the region is in the process of being carefully studied to determine where trips are produced and where they are attracted to. These factors will be carefully analyzed in a new regional traffic model to determine what the future impacts of these trips are on the present system.

We have collected information on the highway network for your review and comment. This information includes a classification of the type of roadway (function), the amount of traffic that is currently using the roadway, and the type of area that the roadway serves. In addition, we will be looking at special generators such as major shopping centers, universities, the airport and other land uses that have a larger number of vehicle trips attracted to them than the number of employees

### TRANSIT SYSTEM

Mass transit is provided extensively throughout the City of Peoria, Peoria Heights, West Peoria, Pekin and portions of East Peoria. The system is designed to serve the central business district as the prime point of destination.

### RAIL SYSTEM

The Peoria/Pekin Metro area has no passenger rail service. Freight rail is an important component of the transportation for the movement of freight. There are two intermodal facilities in the metro area. Both are located in East Peoria.

### PEDESTRIAN/BICYCLE SYSTEM

Bicycle and pedestrian facilities exist throughout the metro area.

### MEETINGS

The next meeting of the advisory group will be:

**December ??, 1995**

## MEETING SUMMARY NOTES

**CH2M HILL**

**SUBJECT:** Public Involvement-Telephone/Business Survey for the Peoria Eastern Ring Road Major Investment Study

**PROJECT:** Heart of Illinois Highway Feasibility Study Job No. P-94-004-93 (PSB 79/24) Supplemental Major Investment Study (MIS)

**MEETING LOCATION:** Bradley University, Center for Business and Economic Research, 112 Baker Hall

**MEETING DATE:** December 20, 1995

**ATTENDEES:** Dr. Bernard Goitein, Dir. Center for Economic Research  
Larry Martin, CH2M HILL (CHI)  
Sean Coyle, IDOT District 4  
John Boyle, CH2M HILL Peoria

The subject of the meeting was to discuss the telephone survey procedure and questionnaire for the Major Investment Study public involvement effort. The telephone survey will be a blind survey undertaken by Dr. Goitein and Scottie Research. The callers will explain that they are undertaking a transportation research project for an independent consultant.

The survey will seek public opinion on their concerns with the transportation system and the effectiveness of various alternatives to solve these concerns. The questionnaire (attached) will be adjusted with a question that will provide respondents opinion on the importance of various alternatives. A telephone survey question will be modeled based on question 11 from the draft mail-out survey (attached). For example, they may be asked if they thought that increasing transit was not effective, somewhat effective, or very effective. This line of questions will rank the importance of highway solutions compared to bicycle and car-pool solutions.

Additional questions will seek out the respondents awareness of and opinion toward the Peoria/Chicago highway and the ring road project.

The sample size will be 300. It will be a non proportionate sample, with 200 questions directed to the Tazewell and Woodford county portion of the study area and 100 questions directed to the Peoria county portion of the study area. The anticipated sample error for this study will be plus or minus 3.5 percent. In other words, about 7 in 10 people would answer the question in a similar manner. The questions will be asked of an employed member of the household.

In order to build Advisory Group ownership in the process, a letter will be sent to the group providing an overview of the concepts, topics, and general language to be used in the survey. This letter will include the notes from the previous meeting, an explanation of the public input process and their role in the process, and notice of the meeting in mid February. The letter will be prepared next week and go out the first week of January. We will request the Advisory Group Members to respond by January 12.

## MEETING NOTES

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December 20, 1995

The survey instrument will be complete by early January, interviews will take place in mid to late January, and a preliminary report (with an executive summary by Dr. Goitein) will be prepared at the end of January.

Dr. Goitein will also provide his expertise in editing and preparing a "camera ready" version of the business survey as a part of his contract. This will occur in essentially the same time period. It was our understanding that if the business survey was mailed in mid January, a report would not be available until later in February due to the time it takes to receive responses back through the mail.

The overall cost is anticipated to be \$15,0000, which includes the cost of the sub-contract and additional time spent by CH2M HILL.

## MEETING SUMMARY NOTES

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**SUBJECT:** Major Investment Study Tranplan Model Calibration and Review of Population and Employment Forecasts

**PROJECTS:** Heart of Illinois Highway Feasibility Study Job No. P-94-004-93 (PSB 79/24) Task 10 Major Investment Study (MIS)

**MEETING DATE:** January 22, 1996

**MEETING LOCATION:** Tri-County Regional Planning Commission office, East Peoria

**ATTENDEES:** Sean Coyle Michael Brillhart, Eric Miller, Huaqi Yuan, Jim Miller, John Boyle

An overview and discussion of the forecast procedures for the model was undertaken.

The forecasts were considered to be conservative.

The model calibration was also reviewed. The methodology was generally accepted as sound and the TCRPC staff indicated that they anticipated that their procedures would yield similar results as the CH2M HILL procedures.

**Issues:**

The volumes depicted in the CH2M HILL model are lower than the forecasted volumes developed in the HOI study model.

The model should reflect volumes anticipated on a cross country freeway from Peoria to at least I-39 or I-180. This may add traffic to the network that is not currently shown.

The model reflects roadways that are classified as collectors on the east side of the network that are local roads. They were classified in the TCRPC model based on local govt. input but not on actual roadway function. It was suggested that these collectors should be penalized by reducing the speed on selected links.

These changes would not make a significant difference in the volumes on the network since the growth in traffic on these roads is minimal.

Trip Table adjustments may be an additional consideration for VMT increases. This would require research since no O. and D. data exists.

What we think we need to do:

Develop a Level of Service analysis technique for the calibrated forecasted data.

Capacity for the network needs to be understood in order to develop meaningful level of service ranges.

Review growth factors for population. There may be rationale for increasing the growth factors. We may have been too conservative. I will check with the Chamber and a local developer regarding forecast adjustments. It may be that the location of population growth should be adjusted.

## MEETING SUMMARY NOTES

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The percentages, by zone, were decided using this same procedure. The specific location of this growth is not as sensitive due to the regional nature of the model.

We would like your input on the forecast population/employment data for the Peoria area. Is it reasonable and would you expect similar results using similar procedures.

Mike Brillhart stated that based on the 1990 census and 1993 estimates Woodford County is experiencing growth with Peoria and Tazewell County remaining stable at best. He indicated that the region will grow although when and how much growth is not known.

Jim Saag asked is a population growth rate of 0.5 - 0.6% per year and an employment growth rate of 1% per year reasonable?

Eric Miller stated that these numbers are generally in a middle ground.

Mike Brillhart stated that the numbers are consistent and valid...considering the year 2000 as a target year. Beyond 2000 too much may occur to judge the amount of growth.

Jim Saag stated that the two models being developed should be close if population/employment forecasting is close.....so we are at the point where if there is agreement or disagreement, this is the time to say something.

Eric Miller stated that a population of 400,000 is in a middle ground -not too aggressive or too conservative.

Mike Brillhart agreed with Eric stating that our numbers were probably at the high end... numbers are good and can be accepted but noted as at the high end.

Jim Saag provided a review of the Alternatives Model Plots with assigned future traffic both with and without the ring. These plots show Level of Service "D" or worse. The scale to be used is as follows:

- or better = C
- or more = D E F

When we begin looking at other alternatives the trip table will be converted to a peak hour table.

Mike Brillhart suggested that we look at VMT growth by facility type with alternate facilities.

Jim Saag stated that travel across the river increased by 35 to 40%.

Eric Miller asked about Internal/External trip data

Jim Saag stated that this data was taken from the WSA external data/projections from state wide network

Huaqi Yuan stated that the construction of the Peoria/Chicago highway would increase access and attractiveness to the Peoria area, which may be a factor in forecasting population and future traffic growth.

Mike Brillhart had some concern for the EE trip tables, how did those numbers reflect P/C highway?

Jim Saag indicated that the total growth in trips was not significant. A lot of trips were attracted to the new facility that were on other facilities. Generally the P/C highway with Ring Road will:

- Increase traffic
- Redistribute traffic

## MEETING SUMMARY NOTES

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Mike Brillhart stated that since there are not a lot of external to external trips taking place does that affect trip length within the urban area and how might it compare to other models?

Jim Saag noted that there is very little EE travel here compared to a community like Bloomington. People do not go from Davenport on Indianapolis. This factor may increase trip lengths within the urban area. Otherwise trips are fairly typical for a community this size. Also, the river is a barrier to trips. People do not cross the river for bill paying or school and so on. Based on this fact we put penalties on river crossings to make the model work out.

Mike Brillhart indicated that employment growth of 30 to 40% in the N or N/W portion of the urban area is questionable.

Eric says that that is legitimate growth. Eric also stated that the growth in Tazewell County should be distributed to zones 60 and 62 to reflect the Wallace station development.

Mike Brillhart indicated that development will occur when facilities are in place.

John stated that we did not change land use when we put in the ring road alternates as new facilities. That this will influence land use growth but the level of analysis undertaken for this analysis cannot be accomplished in this short of time frame.

Larry Martin stated that this would be an excellent thing for TCRPC to explore. Will the ring road pull significant employment in new directions in the year 2015 or 2025.

Jim Saag stated that we are looking for your comfort level with this model with respect to thresholds for population and employment.

Mike Brillhart stated that the 2015 plan was adopted with a population forecast of 1.5% per year. Without a major recession and based on the time series from 1940 on, which is a good time series.

Huaqi Yuan agrees that we are pretty close on forecast overall but detail is not available to judge location

Mike Brillhart agrees that the population forecast is consistent although at the high end but...employment patterns are not well known. State employment comparisons including historical data do not reflect as strong a feeling about our forecast employment trends.

## MEETING SUMMARY NOTES

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**SUBJECT:** Purpose and Need Meeting  
Peoria Eastern Ring Road Major Investment Study

**PROJECTS:** Heart of Illinois Highway Feasibility Study Job No.  
P-94-004-93 (PSB 79/24) Supplemental Major  
Investment Study (MIS)

**MEETING DATE:** February 28, 1996

**MEETING LOCATION:** IDOT District 4 Offices, Peoria

**ATTENDEES:** Annette Mills IDOT D4, Gary McConkey IDOT  
D4, Sean Coyle IDOT D4, Paula Green IDOT D4,  
Bill Smith IDOT O.P. and P., Jon Paul Kohler  
FHWA, Dennis Johnson FHWA, Michael Bruns  
IDOT Design and Environment, Keith  
Hoernschemeyer FHWA, Wendy Lewis IDOT D4,  
Larry Martin, John Boyle, CH2M HILL

A draft copy of the Eastern Ring Road Major Investment Study Purpose and Need statement was handed out. Mr. Martin then gave an overview of the purpose and need statement.

The ingredients for the Purpose and Need statement include:

- Forecast breakdown of the system
- High demand for north-south commute within the east portion of the urban area

Heart of Illinois findings:

- Need for a distribution facility for the proposed cross country route
- Economic development, not just along the Eastern Ring Road, but in combination with the cross country highway

Paula Green gave an overview of the Advisory Group meeting agenda indicating that the forecast data, alternatives and Purpose and Need information would be shared with the group. The discussion on Purpose and Need will be limited unless there is a strong showing of resource agencies at the meeting. We are not going for concurrence today, but if there is a good representation of resource agencies, then we can provide a good understanding of the background used to develop purpose and need.

Dennis asked if the Major Investment Study process was too early to eliminate other alternatives.

Paula indicated that this meeting will be reviewing alternatives and will give direction regarding feasible alternatives for further consideration. At this point there is not support for a single or combination of alternatives that will relieve the forecast congestion.

## MEETING SUMMARY NOTES

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Dennis indicated that this is then a first cut on the Purpose and Need. When it is final, the resource agencies should be brought in under the NEPA 404 merger process.

Paula indicated that the district is looking for concurrence earlier.

Dennis indicated that the 404 merger process needs to be included.

Paula indicated that the district would like to have FHWA begin reviewing the statement and make comments. Then IDOT will revise it and submit it for NEPA concurrence.

Dennis indicated that there may be a state wide concurrence meeting at the end of April, if FHWA reviews over the next two weeks, then the district does revisions this may put the timing very close to this date.

Paula express a concern that this meeting may not come off.

Sean indicated that the timing is going to be tight between contracts with CH2M HILL scheduled to finish up prior to HNTB starting in May.

Paula indicated that a separate meeting may be better.

Dennis indicated that a single project meeting requires a two-week notice. That IDOT could plan on the statewide meeting and if it is bounced then set up a separate meeting.

Mike indicated that the district may want to combine jobs for the statewide meeting. This will improve the likelihood of getting good agency attendance.

Larry Martin noted that since this is a Major Investment Study, the Purpose and Need statement does not have a project description.

This was not seen as a problem.

The outcome of the meeting is that the FHWA will review the purpose and need statement and return comments to IDOT within two (2) weeks (March 15).

The statement will be scheduled for the state wide meeting scheduled for the end of April. If this meeting does not come about then a separate meeting will be scheduled.

Dennis will check into the 4f status of the river crossing due to the designation as a wild and scenic river and contact Paula regarding this process.

## MEETING SUMMARY NOTES

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**SUBJECT:** Scoping Meeting  
Peoria Eastern Ring Road Major Investment Study

**PROJECTS:** Heart of Illinois Highway Feasibility Study Job No.  
P-94-004-93 (PSB 79/24) Supplemental Major  
Investment Study (MIS)

**MEETING DATE:** February 28, 1996

**MEETING LOCATION:** IDOT District 4 Offices, Peoria

**ATTENDEES:** SEE ATTACHED

Annette Mills, Project Development Engineer for IDOT District 4, opened the meeting and thanked the Advisory Group Members for their participation. She explained that the Major Investment Study is the next step of the Heart of Illinois Feasibility Study and turned the floor over to Larry Martin, CH2M HILL.

Larry Martin provided an overview of the agenda, recapped the problem statement developed by the Advisory Group at the previous meeting, and gave a overview of what a Major Investment Study is and the procedure being followed by CH2M HILL to complete this phase of the project.

### Statement of Concern

Accessibility and mobility within the Peoria/Pekin metro area, in particular the eastern side of the area is constrained due to the following:

- Increasing urban growth in the eastern metro area
- A predominantly residential land use pattern
- Increasing demand for inter-suburban commute
- Limited transportation options
- Inefficiencies for the receipt and shipment of goods for businesses located on the eastern side of the area
- Current highway inefficiencies limit opportunity for economic development

Travel and economic benefit of a cross country interstate between Peoria and Chicago will not be significant without the Eastern Ring Road.

A Major Investment Study considers transportation investment strategies to solve mobility problems in metro areas. A Major Investment Study considers all modes of transportation in this process.

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A Major Investment Study involves people from the MPO, state DOT, transit operators, environmental resource/permitting agencies, local officials, and federal officials from the FHWA and FTA.

Jim Saag, CH2M HILL, provided an overview of the traffic modeling process being used for the Major Investment Study. He explained that current traffic counts, population, and employment data from the Peoria area was the basis for calibrating the model. The goal of the model is to replicate urban area travel patterns within the computer. The calibration process required six runs in order to bring the computer-generated vehicle miles traveled in line with the actual data collected. The model provides a very close calibration of freeways, expressways, and primary arteries. It is slightly off on collector streets. This is not seen as a concern since collectors do not play a major role in the ring road analysis. Once calibration was complete, the model could be used to forecast future travel patterns.

John Boyle, CH2M HILL, presented population and employment forecast information. He explained that the forecast was based on analysis of trend data from 1940 to present. The 60-year trend reflects the basis for developing a growth rate for the area. The forecast population for the study is 411,000, a 19% increase in 30 years averaging a little better than one-half a percent per year. Employment is forecast to be 209,000, a 31% increase averaging a little less than one percent per year over the 30-year study period.

Population and employment growth was distributed into traffic analysis zones for the Tranplan model. This distribution was based on current urban area population distribution between counties, existing and planned growth areas, and coordination with the regional planning commission.

The traffic model then calculated productions and attractions for this data, which is fed into the gravity model for determining traffic patterns.

Mr. Saag then presented travel forecast data for the urban area for the year 2025. The forecast indicates that vehicle miles traveled on the urban network would increase by 38% based on the forecast population and employment. Mr. Saag presented screen lines (lines which cut through all highways and give a snap shot of the traffic at that point) for the model. The screen line along the Illinois River (A-A) shows a 43% increase in traffic. The screen line across the study area in an east west direction was put in to measure the growth in demand for north south trips (D-D). This screen line reflects a 109% increase in traffic.

An explanation of the rating system for the network was based on "Level of Service" indicators. These are similar to grades received in school but refer to the comfort level of the person driving on the system. A grade of A, B, or C is stable or comfortable flow. A grade D is poor level of driver comfort. A grade of E or F means the road is at or near capacity and may fail to serve the driver.

An overhead of the level of service ratings in 2025 without the addition of the proposed ring road reflects that the river crossings at the McCluggage Bridge and the Murray Baker bridge will be at a level of service F, while other highways such as IL 116 and US 24 are operating at level of service D. The primary areas for traffic growth included a greater demand for north

## MEETING SUMMARY NOTES

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south trips on the eastern side of the river and significant traffic growth on existing river crossings.

Mr. Saag then presented overheads that reflected the impact of each proposed ring road corridor on the traffic network. In all cases, the ring road alternatives reduced traffic congestion on the river crossing bridges and on major radial arterials such as IL 116 and US 24. Alternative B had the greatest ability to attract traffic to the new highway and reduce congestion on existing arterials.

A. 23,000 ADT at I-474 to 30,000 ADT on the new bridge. This ring road alternative removes 18,000 vehicles from the McCluggage bridge and reduces traffic on IL 116 and US 24.

B. 22,000 ADT at I-474 to 32,000 ADT on the new bridge. This ring road alternative reduces volume on the existing bridges on IL 116 and US 24. Very effective result in reducing demand on existing arterials.

C. 14,000 ADT at I-474 to 28,000 ADT on the new bridge. Less of a reduction of traffic on other arterials.

Larry Martin presented the results of the public input process for the Major Investment Study. There were three surveys conducted. Two were telephone surveys, the first survey was targeted to the general urbanized area population and the second was targeted to people living within the study area on the east side of the river. The third survey was a mailed to businesses within the urban area.

The survey forms asked the respondents about concerns that they may have with the current transportation system, their opinion regarding the use of transportation alternatives such as car pools, transit, bicycles, and walking. The survey also asked about the respondent's awareness of the Peoria to Chicago Highway and the Eastern Ring Road Project.

The survey results indicate that the primary mode of transportation is the automobile and there is strong interest (45%) in maintaining and improving the existing highway system. With respect to problems with the roads, 35% indicated that there was some type of problem but only 15% indicated that congestion was that problem. There was some interest in car pool use as well as some interest in expanded bus service. Although these were not overwhelming, it does indicate that there is some opportunity to expand these services. The strongest responses came from the questions regarding knowledge of and support for the Peoria Chicago Ring Road and the Eastern Ring Road. These had significant responses indicating that people are aware of and that there is strong support for the projects.

Mr. Martin then gave an overview of the Purpose and Need statement. He explained that the Purpose and Need statement is an important portion of the future development of environmental documents. The Purpose and Need statement provides justification for the project by defining the importance and need as well as placing priority in relation to other transportation projects.

## MEETING SUMMARY NOTES

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Purpose and Need is a critical step due to recent court challenges for highway projects coming from the weaknesses in some statements. The ingredients for the Purpose and Need statement include:

- Breakdown of the system, such as the forecast capacity issues noted earlier
- Safety
- System linkage and continuity, such as linkage to I-474 and IL Route 6, as well as the Heart of Illinois Highway
- Economic development, such as the combined economic development potential of the ring road and the Heart of Illinois Highway
- Modal relationships

The Purpose and Need statement covers these factors with respect to forecast network failure, distribution/continuity of the facility to serve the cross country link and economic development opportunities of the transportation system when it is developed.

The alternative strategies analysis portion of the agenda was provided by John Boyle. This portion of the meeting included interaction with the Advisory Group members. The process for determining the best possible transportation investment strategy for resolving the problem statement is to examine the effectiveness of various transportation alternatives. There are generally three categories of alternatives, Transportation Demand Management (TDM), Public Transit System Improvements, and Transportation System Management (TSM) strategies. TDM strategies are targeted toward changing travel habits of the public, and may include car pools, tolls, or altering work hours. Transit improvements are targeted at altering existing transit services in order to provide additional capacity, and service in order to increase the patronage on buses. TSM strategies are targeted to improving the existing transportation system without adding new facilities. Examples include adding turn lanes, restricting access, or widening roads.

The Advisory Group Members were then asked to rate the effectiveness of each strategy. Two ratings were devised; one was the ability of a strategy to reduce congestion and the second was the reasonableness for strategy implementation. Upon completion of the process, the handouts were tabulated and reported back to the group.

The primary areas of consensus included carpools, adding or widening traffic lanes, coordination of traffic signals, intersection improvements, access management and park and ride lots. The other strategies presented did not reflect consensus for effectiveness and reasonableness from the Advisory Group.

The meeting closed with the anticipation of a third and final meeting in mid to late April to present the results of the alternatives analysis and the final study report. The opportunity for small group participation will continue throughout the next six weeks of the study. Please contact Sean Coyle at IDOT (309-671-3474) and he will coordinate the small group sessions.

Name	Address	Representing
Eric Miller	100 N. Main St E. Peoria, IL 61611	Tri-County / PDUATS
Roger Wiebusch	1222 Spruce St St. Louis, Mo 63103	Coast Guard Bridge Branch ✓
MARVIN JOHNSON	210 Jo St. METAMORA, IL 61548	VILLAGE GERMAN TOWN HILL
Jon-Paul Kohler	3250 Executive Park Dr. Springfield, IL 62703	FHWA
BILL SMITH	2300 S. DIRKSEN PKWY SPRINGFIELD 62703	IDOT OPP-U
Jim Thompson	348 N. 3RD MORTON IL 61550	WE CARE, INC.
Deann Johnson	3250 Executive Park Dr. Springfield, IL 62703	FNUA
John Tripses	5415 N. University Peoria IL 61614	IEPA ✓
DICK JENNINGS	" " PEORIA	IGDA ✓
ROBERT HERGENROTTER	MORTON	
Keith Hoernschemeyer	3250 Executive Park Dr Springfield IL 62703	FAWA
Sung Lee	111 N. Canal St. Chicago, IL 60606	HN TB
Michael Brillhart	TCRPC	TCRPC
Michael Brown	IDOT Dept Environment - Springfield	IDOT - Springfield
Paul GREEN	IDOT	

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**AGENDA**  
Eastern Ring Road  
Major Investment Study  
Advisory Group Meeting

There will be a meeting to discuss the Eastern Ring Road Major Investment Study on **April 23, 1996 at 10:00 AM**. The meeting will be held at the Illinois Department of Transportation, District 4 offices 401 Main Street 6th floor training room.

The following topics will be discussed:

1. INTRODUCTION
2. ALTERNATIVES ANALYSIS & CONCLUSIONS
3. ADVISORY GROUP RESPONSE TO CONCLUSIONS
4. SCOPE AND SCHEDULE FOR NEXT WORK PHASE
5. ADVISORY GROUP FORMATION FOR NEXT WORK PHASE

**Please contact Sean Coyle at 671-3474 if you are unable to attend.**

**AGENDA**  
Eastern Ring Road  
Major Investment Study  
Advisory Group Meeting

The following topics will be discussed:

1. PROJECT STATUS
2. TRAFFIC MODEL AND FORECASTS
  - 1995 calibrated model
  - 2025 model forecast
3. PUBLIC INPUT PROCESS
  - Survey results
  - Small group meeting interest
4. ALTERNATIVES TO BE ANALYZED
  - Transportation System Management
  - Transportation Demand Management
  - Highway Improvements
  - Other
5. STATEMENT OF PURPOSE AND NEED
6. FUTURE MEETING ARRANGEMENTS

## EASTERN RING ROAD MAJOR INVESTMENT STUDY APRIL 23, 1996 ADVISORY GROUP MEETING

ATTENDEES: See Attached

COPIES: Annette Mills, Program Development Engineer  
Sean Coyle, Squad Leader

FROM: John Boyle

DATE: April 24, 1996

The meeting was opened by Annette Mills, IDOT District 4 Program Development Engineer. Ms. Mills thanked the Advisory Group for attending and gave an overview of the meeting agenda.

Jim Saag, CH2M HILL gave an overview of the travel forecast that was developed for the Major Investment Study. Mr. Saag explained that a PM peak hour analysis was undertaken for analyzing transportation strategies in this study. This type of analysis is also used when highways are designed.

Mr. Saag presented a series of overheads showing the results of the traffic model showing highways that had 50% work trip traffic. A second overhead showed the deficiencies of the system that would exist in the year 2025. These were highways that would operate at a level of service "E" or "F". Finally the level of service improvements provided by each of the 3 proposed ring road corridors was presented. The B alternate reflects the greatest improvement in level of service followed by the C alternate. The A alternate provides some improvement although deficiencies along north south access remain.

Mr. Saag then presented a diversion curve that was developed as a tool to consider how various transportation strategies would affect the level of service for the highway system. The curve depicts the level of service for the eastern portion of the system at 1.48 (in the year 2025). With the addition of one of the ring road alternates the level of service improves by 55% to 1.1.

Additional strategies were considered to improve the level of service or mobility within the study area. These strategies were considered alone and in combination to determine if they could improve the transportation system to a similar or better level than the highway alternative alone.

Public Transit (bus service) currently carries about 5,000 persons per month in the study area. This equals 25 peak hour trips. doubling this volume would only provide 50 trips increasing ridership ten fold would provide 500 peak hour trips. This increase in service would yield less than one percent improvement in the level of service for the study area. In addition increasing bus service by extending routes or adding buses increases the amount of subsidy required to operate the system.

Research has shown that ride sharing can provide a 4.8-7.2% reduction in peak hour traffic from a work site that participates in such a program. This data relates to a successful program in a major metro area.

Alternative work hours will also help reduce PM peak hour trips in a range of 2-5% per work site when 20-50% of the employees at a work site participate in the program. Compressed work week schedules range from 2-10% reduction with up to 30% of the employees participating.

Telecommuting is an option that has potential to reduce PM peak hour trips although at this time there is not enough data available to determine what this potential may be.

Finally transportation system management activities such as widening existing roadways, improving intersections, and coordinating traffic signals are an ongoing part of the existing system. Highways like IL 116, and US 24 have been upgraded to expressway status and a majority of the traffic signals in the area are currently coordinated. Addition system management activities will improve specific locations where level of service problems exist but will not have a significant impact with respect to the overall transportation system.

Taken in combination the strategies that were considered for this study would yield a 10-20% improvement in level of service for the study area. These strategies alone will not solve the mobility problem identified by the Advisory Group in the early portion of this study.

John Boyle, CH2M HILL provided an overview of the strategy screening process. This included input from the public and Advisory Group. The most popular strategies resulting from the screening process included:

Express bus service and park and ride facilities

Adding lanes, coordinating signals, and improving intersections.

Telecommuting and carpooling

The effectiveness of these strategies was considered through the screening process. There is agreement on the potential for transit to improve mobility within the region. It is also accepted that the greatest opportunity for transit ridership is in areas where people do not have access to a car. the majority of the study area does not fall into this category.

Strategies to manage the transportation system were also considered. These strategies will provide for some improvement in the level of service but will not address the demand for transportation on the regional network. This Major Investment Study focused on strategies that could provide system wide improvements.

Managing demand holds the key to reducing congestion within the Peoria metro area. Car pooling, telecommuting, flex-hours, and HOV parking preference provide the best opportunity for congestion reduction when viewed as supplemental to the ring road. Even when combined with expanded transit service these strategies will improve system deficiencies by 20%.

This leads to the conclusions of the Major Investment Study, mobility problems including urban growth on the east side of the river, the need to improve inter suburban mobility, improving the efficiency of goods movement and the need for a regional connection for the proposed Peoria/Chicago highway. These mobility problems can only be satisfied by

construction a new highway facility, the Eastern Ring Road. In addition the Major Investment Study provides for the potential to supplement the ring road project with express bus/park and ride service, car pooling and changes in work hours or Telecommuting. These strategies will require additional planning and coordination with the business community prior to implementation.

There was no disagreement with the findings of the study. Generally comments received from the advisory group indicated that the conclusion is obvious. Mass transit and other options are not realistically attainable in this area.





Attendance

Member	Last Name	First Name	Representing	Nov 21 Meeting	Feb. 28 Meeting	Apr. 23 Meeting
Yes	Saal	George	Tazewell County Board		Yes	
	Kriegsman	Rich	Representing Tazewell County	Yes		
	Eubanks	Ken	Tri-County Regional Planning Commission	Yes		
Yes	Brillhart	Micheal	Tri-County Regional Planning Commission	Yes	Yes	
	Miller	Eric	Tri-County Regional Planning Commission		Yes	
Yes	Kennedy	Sharon	Peoria County Board			
Yes	Shepard	Harrold	Woodford County Board			
	Knapp	Greg	Woodford County Board	Yes		
Yes	Malooof	Jim	City of Peoria			
	Van Winkle	Steve	City of Peoria	Yes		
Yes	Hewitt	Gene	PPUATS	Yes		
Yes	Tebben	David	City of Pekin			
	Keif	Dennis	City of Pekin			
	Ellestad	Jill	City of Pekin			
Yes	Giebelhausen	Jeff	City of East Peoria		Yes	
	Thompson	Jay	City of East Peoria			
Yes	Gronewold		City of Washington			
	Claus	Dale	City of Washington		Yes	
	Brimberry	Tom	City of Washington			
Yes	Hertenstein	Robert	Village of Morton Mayor	Yes	Yes	
	Wraight	Robert	Village of Morton	Yes		
Yes	Johnson	Marvin	Village of Germantown Hills			
Yes	Garber	James	Village of Metamora	Yes	Yes	
Yes	Tilley	Ray	Greater Peoria Mass Transit District			
	Tingley	Brian	Greater Peoria Mass Transit District			
	Stokowski	John	Greater Peoria Mass Transit District	Yes	Yes	
Yes	Franks	Earl	East Peoria Mass Transit District	Yes		
	Ranney	Greg	Pekin Municipal Bus/Tazewell County	Yes		
Yes	Bosch	Ric	Door to Door Transportation		Yes	
Yes	Thompson	Jim	We-Care Shuttle	Yes	Yes	
Yes	Sager	Dave	G&D Transportation	Yes		
	Harris	Larry	G&D Transportation (for Dave Sager)			
	Resser	Jack	P&PU Rail Road	Yes	Yes	
Yes	Rada	James	P&PU Rail Road	Yes		

Attendance

Yes	Hammer	Steve	Illinois Department of Natural Resources		
Yes	Gade	Mary	Illinois Environmental Protection Agency		
	Tripes	John	Illinois Environmental Protection Agency	Yes	Yes
	Jennings	Dick	Illinois Environmental Protection Agency	Yes	Yes
Yes	Nelson	Richard	US Fish and Wildlife		
Yes	Franz	William	US Environmental Protection Agency		
Yes	Blayney	Paul	US Coast Guard		
	Wiebusch	Roger	US Coast Guard		
Yes	Scates	Stephen	US Department of Agriculture		
	Hartwig	Jim	US Department of Agriculture	Yes	Yes
Yes	Chard	Steve	Illinois Department of Agriculture		
	Mills	Annette	Illinois Department of Transportation District 4		Yes
	Coyle	Sean	Illinois Department of Transportation District 4		
	Green	Paula	Illinois Department of Transportation District 4	Yes	Yes
	Ryan	George	Illinois Department of Transportation District 4	Yes	Yes
	McConkey	Gary	Illinois Department of Transportation District 4	Yes	Yes
	Smith	Bill	IDOT Office of Planning and Programming	Yes	Yes
	Baker	Steve	IDOT Office of Planning and Programming	Yes	
	Lewis	Wendy	Illinois Department of Transportation District 4	Yes	Yes
	Kohler	Jon Paul	Federal Highway Administration	Yes	Yes
	Cook	Michael	Federal Highway Administration		
	Ettinger	Joel	Federal Transit Administration		
	Frantz	Pete	IDOT Environmental Section Springfield	Yes	
	Bruns	Michael	IDOT Environmental Section Springfield		Yes
	Hoernschemeyer	Keith	FHWA Springfield	Yes	Yes
	Johnson	Dennis	FHWA Springfield		Yes
	Scott	Pam	Tri-County Regional Planning Commission		Yes
	Lee	Sung	HNB Corp.	Yes	Yes
	Rops	Chris	HNB Corp.	Yes	Yes
	Olatellerman	John	HNB Corp.		Yes