The City of Washington

TRANSPORTATION PRIORITIES PLAN

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01. INTRODUCTION

The communities of East Peoria and Washington, Illinois worked together to participate in a collective transportation planning process that was funded by a grant from the Tri-County Regional Planning Commission (Tri-County). Each community has unique characteristics and features that warrant a stand-alone study of the transportation needs. However, the timing and scale of this planning process made it advantageous to conduct a joint study. This combined ***"Transportation Priorities Planning"*** process with East Peoria and Washington was valuable for the following reasons:

- Both communities intend to begin an update to their comprehensive plans within the near future. This transportation-focused effort will help to quickly identify common needs between the communities and inform the comprehensive planning process with larger-scale issues important to the individual cities and the region.
- Multiple transportation-oriented stakeholders, including Illinois DOT, Tri-County Regional Planning Commission (TCRPC), and CityLink, participated in the process to share input.
- Key locations within each city are identified as priorities due to either existing identified problems and needs or due to anticipated future challenges related to growth or aging of the transportation system.
- As individual projects become necessary, this planning document provides a rationale and context for the justification of projects, and may enable potential alternative funding sources.
- Additional policy-level issues at the local, state, and federal levels have impacts on each city's ability to fund project-specific improvements, address city-wide transportation needs, and participate in regional services. The findings from this process will assist in articulating and communicating transportation policy concerns for a broader public understanding of issues.

02. VISION

A planning process kick-off meeting was held with the two cities and the aforementioned stakeholders on April 26, 2018. During that meeting each city was able to reflect on their overall transportation objectives and the unique challenges they face. Meeting participants were asked to identify a transportation vision for each community and the surrounding region.

A common theme in the kick-off meeting discussions was "connectivity." Most notably, the cities indicated the challenges of their transportation network and how it reflects a solid east-west pattern but making north-south connections is difficult. This applies internally to each city and also to the larger region, where connections to nearby cities such as Morton are not easily made. This is, in part, a reflection of the region's river valley topography and the inherent challenges of navigating the associated bluffs.

However, the theme of "connections" continued to become apparent as a central tenet for the vision of transportation in each city. Another example can be found in the Highway 24 corridor, which runs along the north side of East Peoria and Washington. As development has occurred, since construction of Highway 24, the north-south roadways that connect to it are increasingly stressed and will be further exasperated if land development continues to occur north of Highway 24. This leads to another "connection" vision that has been expressed by the participants in the study – a desire to make clearer the connection between land use/development decisions and the implications to local transportation systems.

The vision for connections also includes a desire for more choice and flexibility in transportation modes. That may take the form of providing a robust transit system capable of adapting to the evolving demographics of the community, or it can also reflect on "green" infrastructure options for bike or pedestrian mobility.

03. CHALLENGES: EXISTING & FUTURE

Participants at the April 2018 workshop were asked to identify specific transportation issues or challenges that need to be addressed. Initial discussions centered first on current issues felt by the communities and then a discussion about anticipated future issues.

Funding for transportation was a dominant theme in the discussion of issues. Current funding limitations have had the effect of driving the majority of spending toward maintenance of the system. With the current extent of funding deficits, the possibility of proposing new infrastructure has been severely limited.

The funding gap is becoming apparent in these communities as more than simply a transportation issue, but also an economic development concern. In the case of Washington, the expansion of Freedom Parkway is an identified need that is currently not funded for the growing retail area.

As a result of the funding dynamics, workshop participants agreed an important element of future transportation planning will be communications – at various levels. At one level, communications between each city and transit providers (i.e. CityLink) for example, will be increasingly necessary in order to ensure the transit provider is serving the right areas. At another level, communications for educating the broader public will also be necessary in order to raise awareness of the funding needs and ability of revenue streams to address those needs. Washington, in particular, has already enacted recent tax increases. However, without reporting the outcomes from those measures, the City may run the risk of not meeting public expectations for what can be achieved with the new funds.

The challenges described above point to the importance of managing community growth. The region as a whole is trending toward a flat population but expanding footprint (i.e. less density). If that trend continues in the cities of East Peoria and Washington, greater challenges maintaining and replacing existing infrastructure are foreseeable. Conversely, if land use densities increase, there will be greater opportunities for synergistic improvements (for example, leveraging water infrastructure improvements to also reconstruct transportation systems with multi-modal improvements for bike and pedestrian uses).

04. PLANNING THEMES

The kick-off committee identified many issues that presented a number of unifying themes, which were subsequently classified as Connectivity, Safety, Condition, Funding, Mode Choice, Operations, and Community. Each of these categories of concerns presented unique issues and preliminary investigation of existing condition data verify these needs within the area.

Connectivity

The East Peoria and Washington area is served by three primary east-west corridors, Route 8 (E Washington St), Centennial Drive, and US-24. However, there is little in the way of north-south connectivity.

There are also difficulties associated with travelling across the Illinois River. A large proportion of travel within the area is driven by demand for the shopping services provided within East Peoria, but much of the employment is across the river, including the hospital and airport. These are also the same areas primarily served by the local transit system. Washington also contributes to the cross-river traffic because it somewhat acts as a bedroom community for East Peoria and Peoria proper, exporting travel demand. Large concentrations of traffic are subsequently funneled onto four regional bridges: the McCluggage Bridge (US-24), the Murray Baker Bridge (I-74), the Bob Michael Bridge (West Washington), and the Cedar Street Bridge.

Mobility to and from travel destinations in the area such as hospitals or retail shopping centers can be quite difficult due to topography, the layout of the streets, roadway conditions and operational issues like the Main Street and Washington Road intersection. To alleviate these mobility issues, a few roadway extension and construction projects have already been identified by the community. These include an extension of Centennial Drive/Freedom Parkway to North Cummings to provide a better east-west connection into Washington, as well as the reconstruction and upgrade of Grange Road to improve driving conditions as well as accommodate higher demand for travel between US-24 and Washington Rd/Route 8.
The few other existing routes providing 'inter-spoke' mobility are similarly critical assets to the street network and should be some of the highest maintenance or improvement priorities; these primarily include McCluggage Rd, N Cummings Ln., Bittersweet Rd., School St., Wilmor Rd., and Main St/Cty 3 (Washington).
A longer term goal for the City of Washington is also to upgrade N. Main Street to an urban cross-section to accommodate future development and demand for travel in northern and eastern parts of the city. Such an improvement would require cooperation from the County and/or a jurisdictional transfer as this segment is still considered a county road.

Figure 1: Nofsinger Road at US-24

North-South connections from US-24 into Washington are important corridors for connecting residents with key economic development areas in the City. The Nofsinger Road intersection at US-24 is a priority for anticipated future growth and improvements to make this a safer crossing.

Connections to potential development areas or those already developing around Washington were discussed at a follow-up meeting of the committee. Roadway extensions of Cummings Lane and Wilmor Road to the south parts of town were identified alongside upgrades to portions of the northern transportation network such as Dutch Lane.

Another desire identified by the community is a more direct connection from western Washington down to I-74. This "ring-road" has been in long-term plans for the area, and was originally slated for a corridor study in 1999 but that was put in hold in favor of the Peoria to Chicago (Heart of Illinois) Highway Study. Difficulties in terrain and the potentially high construction costs have prevented this project from materializing, but it would serve well to alleviate one of the area's longest running issues: north-south travel. Some potential alignments of the proposed connection can be seen in ***Map 4 (see page 27)***; other alignment options indicated by the previous Washington Comprehensive Plan include connections to McCluggage road or going east of Washington to avoid residential development and the bluffs terrain entirely.

Much like the I-74 ring road connection, a number of "wish-list" projects previously identified by both communities have been put on hold, primarily due to lack of funding. A list of projects that were mentioned as desirable in older planning documents is included in ***Appendix A: Previously Identified Projects***. The list also includes project descriptions and status updates on each.

Table 1: Level of Service Descriptions

Level of Service	Description	V/C[b]
A	Free-flow condition with unimpeded maneuverability. Stopped delay at signalized intersection is minimal	0.00 to 0.60
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome	0.61 to 0.70
C	Stable Operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving	0.71 to 0.80
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed	0.81 to 0.90
E	Operations with significant intersection approach delays and low average speeds	0.91 to 1.00
F	Operations with extremely low speeds caused by intersection congestion, high delay and adverse signal progression	Greater than 1.00

Sources: Transportation Research Board, Highway Capacity Manual, Special Report 2009 (Washington, D.C., 1994)

Operations

Concerns were raised by committee members regarding congestion and future demand. While East Peoria's population growth has been rather flat since the last census, traffic patterns have changed and can be expected to continue changing. With emerging shopping opportunities in commercial parts of East Peoria, like the Levee district, a growing Washington population, and the loss of commercial locations across the river in Peoria, existing congestion in this area may worsen in the future. Additional corridors identified as primary concerns by the committee included primarily the northern road network (US-24 and Centennial Drive and the streets between them).

Using Illinois DOT daily traffic volumes, Level-of-Service (LOS) analyses were performed for the area and can be seen in ***Map 3 (see page 26)***. LOS is a measure of how well traffic flows on a road corridor based on standards for the number of vehicles each lane of traffic can handle. The LOS estimate was based on the most recent traffic count available from IDOT and approximated to present day using a standard growth factor (assumed 1% but also tested at 2% and 5% as a sensitivity analysis). The estimated average annual daily traffic was then compared to the LOS volumes for various facility types, as found in the Highway Capacity Manual (6th Edition). The traffic volumes for streets in and around Washington did not result in substantial congestion issues; however 2 major entrance corridors into Washington, namely Washington Rd into East Peoria and the US-150 Bridge over the river, did show some measure of congestion.

Using the same methods, a short-term projection was performed out the year 2030. By forecasting various growth rates for traffic in the region, it is possible to evaluate which roads may be most susceptible to congestion in the future. This traffic projection analysis revealed potential future congestion for Washington Road (Business 24) within the city of Washington. Using more aggressive growth rates or a longer time-scale resulted in potential delays along Grange Rd and Wilmor Rd, with congestion projected on western Centennial Dr.

Figure 2: Downtown Square

Washington's Downtown Square area features unique roadway geometry. Recent pedestrian crashes at this location indicate a need for evaluation of safety measures that may improve safety of the environment for bikes and pedestrians.

Another aspect of future traffic growth not addressed by these projections is the effect of future growth and land development. Deeper study of land use and development is needed before specific determinations can be made, but it was generally expected by committee members that the area north of US-24 in and near Washington was likely to see continued growth. That expansion may create operational issues for the northern road network and at intersections along US 24, due to higher volumes of cross-traffic or turning vehicles from a direction not originally accounted for in the original design.

Nofsinger Road is of particular interest, as the area around it seems to have a high likelihood for development, but Nofsinger does not pass directly through to central Washington which may mean a disproportionate amount of turning movements. Washington does plan on eventually realigning the Nofsinger/24 intersection and extending Nofsinger Road to connect with Dallas, providing a more direct route into Washington.

The movement of freight through the two communities has also been identified as an operational concern. Narrow arterial corridors, such as Washington, Meadows, or Springfield are regularly used for hauling with semi-truck trailers. The presence of these larger vehicles in the narrow roadway corridors can lead to reduced operational efficiency.

Table 2: Table of Intersections with High Crash Incidence (Washington)

Rank	Intersection Name	Number of Crashes within 100' of Intersection	Est. Entering Vehicles / Day	Crashes per Million Vehicles
1	Cummings Lane & Washington Rd (Bus 24).	44	45,550	1.3
2	Washington Rd. (Bus 24).& Wilmor Rd	29	32,150	1.2
3	Eagle Ave & Washington Rd. (Bus 24).	11	14,400	1.0
4	Commercial Sq & Peoria	18	24,400	1.0
5	Centennial Dr & Mccluggage Rd (Bus 24).	21	30,150	1.0
6	Us 24 & Cummings Lane	24	35,950	0.9
7	Muller St & Washington Rd. (Bus 24).	9	14,750	0.8
8	Us 24 & Nofsinger Rd	17	27,950	0.8
9	Meadowview Ln & Washington Rd. (Rt. 8)	7	11,600	0.8
10	Mccluggage Rd & Washington Rd. (Bus 24).	21	37,250	0.8
11	High St & Walnut	6	12,350	0.7
12	Peoria & Wood St	6	12,600	0.7
13	Cruger Rd & Cummings Lane	8	17,500	0.6
14	Franklin St & Washington Rd. (Bus 24).	5	11,900	0.6
15	Cummings Lane & Stoneway	6	14,300	0.6
16	Jefferson St & Main St (Cty 3)	7	17,350	0.6
17	Peoria & Zinser	9	23,925	0.5
18	School St & Washington Rd. (Rt. 8)	8	27,350	0.4
19	Legion Rd & Washington Rd. (Rt. 8)	6	22,500	0.4
20	Elgin Ave & Washington Rd. (Bus 24).	8	30,850	0.4
21	Tiezzi Lane & Washington Rd. (Bus 24).	6	23,800	0.3
22	Meadowview Ln & Wash'n Rd South	6	N/A	N/A
23	Meadowview Ln & Washington Rd North	6	N/A	N/A

Safety

The safety and welfare of the travelling public is of utmost concern to the City of Washington. Vehicle and pedestrian traffic safety concerns continue to change as these communities change. The committee relayed a number of potential safety issues. One particular issue was the Nofsinger intersection with US-24 which has some geometric design issues that create a safety hazard. Other similar concerns include at-grade intersections along the by-pass, potential expansion of US-24 requiring access control and lack of pedestrian access and sidewalks along US-150. Other safety concerns relayed by the committee likewise include: US-24 between Main and Grange and the Freedom/Cummings intersection.

A separate investigation was performed on crash statistics provided by the local police department. ***Table 2*** shows intersections of concern, each with several reported vehicle crashes and incidence rates higher than the national average (.34 crashes per million vehicles entering) over the past four years.

A number of roadway segments were also identified as having excessive crashes per mile over the past four years, indicating potential access management issues or other operational issues. These streets and the intersections of concern can be seen in ***Map 1 (see page 24)***.

The crash analysis also identified the Main Street (Cty 3)/ Washington Road (Business 24) intersection as potential issue for pedestrian travel. This intersection has a unique configuration with an off-set octagonal roundabout referred to as the "Downtown Square." At this location, there were two reported vehicle/pedestrian incidents and one reported vehicle/cyclist crash in the past four years. The Washington Rd/Business 24 corridor seems to lack significant pedestrian and bicycle accommodations with five other cyclist incidents in the area. Committee members confirmed that there are known needs for pedestrian flashers and better defined crosswalks to help cross Washington Rd/Business 24.

Condition

The costs of maintaining existing road infrastructure and bridges within the communities of East Peoria and Washington continue to increase each year. Many of the roads and bridges in town are over half way through their effective service lives, which leads to increased costs to sustain these critical resources.

The City of Washington performed a condition survey in 2017 in addition to the IDOT condition ratings. They identified several streets in Poor condition including, Edgewood Ct., Legion Rd., the Centennial Dr spur south of McCluggage Rd, Highwood Rd., Stoneway Dr., Locust Dr., and Ford Ln. Business 24 east of town was also categorized as poor, and while it is not within the City of Washington, Business 24 is an important connection to outside communities.

The topic of bridge condition was similarly raised during the kickoff meeting, so the National Bridge Inventory was pulled from the FHWA website and can be seen in ***Map 2 (see page 25)*** where a number of deficient bridges in and around the cities may be seen. The Structurally Deficient/ Obsolete Bridges are listed in ***Table 3***. Most of these bridges are on interstate, state, or U.S. highways and technically fall within the maintenance jurisdiction of IDOT, but in some cases bridges on a local route may require the local agency's cooperation. Two deficient bridges are exclusively owned by the local agency. The bridge of S. Main St (Cty 3), just North of Melvin Rd, is in good condition but does not meet current standards and is considered "Functionally Obsolete." That means this bridge could likely continue functioning but may need to be posted for weight or have other accommodations to prevent premature failure. The Candlewood Ln. Bridge is a special case as a historical bridge serving a low volume road. That bridge, in particular, is more likely to be closed than replaced but serves adequately, for now, and only needs regular inspection.

Table 3: Structurally Deficient or Functionally Obsolete Bridges

Facility	Location	Structure #	Year Built	AADT	Sufficiency Rating	Issue	Owned/ Maintained
IL 8/ IL 116	Cedar St Extension	90003200000000	1966	9,050	57.7	Deficient	IDOT
IL 8/ IL 116	Cedar St Extension	90003400000000	1966	12,100	50.0	Deficient	IDOT
IL 8/ IL 116	Cedar St E Peoria	90003500000000	1963	12,100	47.0	Deficient	IDOT
US150-Meadows Ave	Meadows Ave E. Peo.	90003700000000	1935	8,200	51.5	Deficient	IDOT
Riverfront Dr	0.5 Mi Sw of I-74	90004600000000	1958	4,800	83.2	Obsolete	IDOT
Ramp Fr IL116 To1	Interchange	90006900000000	1964	4,050	82.3	Obsolete	IDOT
EB US24	Interchange 24&116	90007100000000	1962	23,100	49.3	Deficient	IDOT
WB US24	Interchange Rt24&116	90007200000000	1962	23,100	50.4	Deficient	IDOT
Pinecrest Dr-Fau67	2 Mi E IL 8 Interch	90009100000000	1961	4,850	78.5	Deficient	IDOT
EB I-474	S. Edge of Cr Coeur	90010600000000	1978	7,800	62.8	Deficient	IDOT
WB I-474	S. Edge of Creve Coeu	90010700000000	1978	7,800	81.1	Deficient	IDOT
I-474 RP# 461	3 Mi Nw of Morton	90011800000000	1980	550	80.9	Deficient	IDOT
I-474 RP# 461	3.5 Mi E of E. Peo.	90011900000000	1980	550	72.4	Deficient	IDOT
W. Washington St	450' S. of River Rd	90012000000000	1993	9,700	68.7	Deficient	IDOT
IL8 EB to US24 WB	0.5 Mi E. Grange Rd	90012400000000	1988	3,125	91.0	Obsolete	IDOT
FAP 404	East Peoria	90015200000000	2004	2,850	93.7	Obsolete	IDOT
74EB to EB Camp St	0.03 Mi W of US116	90015500000000	2005	4,250	89.6	Obsolete	IDOT
Camp St to WB 74	0.02 Mi Ne 74	90015600000000	2006	5,000	91.5	Obsolete	IDOT
WB I-74	0.25 Mi W of IL 116	90015900000000	2006	30,650	91.0	Obsolete	IDOT
WB I-74	IL 116 Interchange	90016000000000	2006	20,550	92.0	Obsolete	IDOT
EB I-74	IL 116 Interchange	90016100000000	2005	41,100	69.7	Obsolete	IDOT
EB I-74 RP L-1	IL 8 Inter E Peoria	90016200000000	2005	21,100	91.9	Obsolete	IDOT
WB I-74 RP L-4	IL 8 Inter E Peoria	90016300000000	2006	21,100	91.9	Obsolete	IDOT
US150 & IL 116	0.1M S Jct US150&116	90200600000000	1964	21,100	54.1	Deficient	IDOT
S. Main St-Fau 6734	E-23-T26nr3w	90600100000000	1966	5,950	93.4	Deficient	Washington
Stratford Bridge	Stratford	90600400000000	1960	275	63.1	Load Restricted (12T)	Washington
Candlewood Ln	Ctr-23-T26nr3w	90600800000000	1894	200	30.2	Deficient	Washington
Spinder-MS 2375	0.5 Mi Sw Of Camp St	90609000000000	2013	3,150	80.6	Obsolete	East Peoria

**Data obtained from Federal Highway Administration's National Bridge Inspection Program database. These inspections are required to be performed at least once every 2 years.*

Figure 3: Toledo Peoria/Western Railway Bridge Crossing

Picture of Toledo Peoria/Western Railway railroad crossing over Business 24/Peoria Street, demonstrating its condition and unusual configuration.

Another critical bridge not found in the national bridge inventory, but also within the community of Washington, is the Toledo Peoria/Western Railway railroad crossing over Business 24/Peoria Street. Because Business 24 is the primary east-west facility within town, it is imperative that the community work with the railroad owner to adequately maintain the structure in place, even though it does not meet current design standards.

One of the main challenges to applying regular maintenance and cost-saving pavement preservation techniques to the critical roads in East Peoria and Washington is the fact that they are not technically the owners of much of their primary road system. Illinois DOT controls Washington Road (Rt. 8/Bus. 24), McCluggage Road (Bus. 24) Main Street (US 24/US 150), Meadow Avenue (US 150), Cedar Street (Rte. 8), US-24 itself, and of course I-74 through East Peoria. There are also a number of facilities controlled by the County (such as parts of Main Street in Washington), Townships, or Park Districts. These relationships mean that the cities do not have much authority to improve these facilities, even just to maintain. Even so, they also do not have the fiscal obligation to maintain or improve them either, and need to actively work with and engage the agency in charge to keep them consistent with the community's vision and needs. This issue becomes a public relations challenge, as the travelling public tends to not identify with jurisdictional responsibilities when faced with deteriorating or limited capacity conditions.

Mode Choice

The committee expressed interest in increasing modal choice options within their communities. Right now, travel within the area mostly requires a personal vehicle. Both cities would like to create more mobility opportunities, including increased pedestrian and bicycle access and potentially better transit options.

East Peoria is currently served by the CityLink Transit system, and it primarily serves the shopping centers within the city. New "route-cutting" is not performed regularly and is typically only done after a request is specifically made. Committee members wondered if the transit services were addressing appropriate demand and/or need areas within the community. As a lower priority, they discussed the possibility of CityLink transit serving the Washington area, specifically extending the Route 8 (East Peoria Sunnyland) bus further out to serve downtown Washington. Potential riders from this area could benefit from access to the central part of East Peoria and the rest of the CityLink network; and the extended route could also provide access to developing commercial centers in Washington, such as the Walmart, Kroger and Aldi.

Currently, CityLink provides on-demand/paratransit bus service within ¾ miles of a fixed, route and there is an independent on-demand/paratransit bus service for Tazewell County but it does not appear to serve the urban areas, including Washington. This leaves most of Washington without transit opportunities, as of right now. As with most transit agencies, funding is the primary concern for CityLink, however fare-box revenue has recently gone up, due to growth in service for other communities in its system (notably in Pekin) so they may be more open to other new services.

Regarding non-motorized travel modes, Washington has an ongoing sidewalk inventory project and is working with local schools to identify key gaps in the sidewalk network serving them. Recently, there was also extensive regional bike trail planning efforts, focused on transportation between and within communities in the area, including a regional trail along the east side of the river, and identifying roadway/transit connections. Desires for more pedestrian access were suggested by multiple members of the committee. Some key corridors or locations mentioned include US-150, US-24 (especially with the proposed expansion), and the East Peoria Campus of Illinois Central College. Other key gaps are indicated in ***Map 4 (See Page 27)***.

One of the main barriers to pedestrian and cyclist travel within the area is the nature of development in the community and the topography it is built upon. Committee members expressed interest in using denser land uses and using creative ties between mobility options to encourage both growth and modal choice as opposed to continued expansion straining existing infrastructure. This might be most relevant for the areas north of US-24 in and around Washington where new development is very likely. Another means by which Washington may improve their transportation environment is through the implementation of Complete Streets or a related program. Complete Streets provide safer, multimodal, street facilities to accommodate non-motorized forms of travel alongside the motorized ones. Implementation of a Complete Streets project or elements of a Complete Street is often done during development of a new corridor, or as part of a street reconstruction or major utilities replacement project in an existing developed area.

Other modes such as passenger rail or ferry/barge have not been explored or traditionally used in the area. There is also a regional airport in Peoria. Access to the airport from the East Peoria/Washington side of the Illinois River can be inconvenient, but is not viewed by committee members as problematic or as a concern that needs to be addressed ahead of the others identified in this Plan.

Funding, Community & Interagency Coordination

Funding can be challenging for many communities with smaller populations, like Washington, because providing quality infrastructure is inherently expensive and expenditures from a local perspective, are limited by the size of the tax-base. The local IDOT office is also, as a policy, not supporting local roadway expansion projects. Washington, has already had some success lobbying for and obtaining a 0.5 cent sales tax, projected to increase their budget by around $850K annually. This additional funding is sufficient to enable approximately 0.8 Miles of roadway reconstruction per year.

There is still an issue of public perception, though. Fiscal constraints can make it difficult to provide high quality infrastructure and timely repairs that address every need of the community as they become apparent. This can result in a sense of neglect for community residents, causing tension about public works' fiscal priorities anytime improvements are proposed. During the committee meeting, both Cities believed they would benefit from educational outreach regarding spending and the amount of effort required to execute a project. Some form of campaign to raise awareness and help encourage the public to understand that the cities are being true "stewards" of the funds entrusted to them, as well facilitate a community discussion regarding transportation revenue sources would be the ideal outcome for each city.

Part of the challenge to maintain the streets to the level the public desires is the fact Washington is not technically the owner of much of their primary road system. Illinois DOT controls Washington Road (Rt. 8/Bus. 24), McCluggage Road (Bus. 24) and US-24 itself. There are also a number of facilities controlled by the County (such as parts of Main Street), Townships, or Park Districts. The cities do not have much authority to improve or modify these facilities, but they also do not have the fiscal obligation to do so either. The problem exacerbates itself as IDOT is typically focused on facilities like I-74, US-24, and US-150 but may not have the funding or desire to work on more local facilities like Business 24. The only way to guarantee work is performed to the associated City's standards and their safety/operations needs are met is to have a jurisdictional transfer and they take sole ownership of the facility. That, in turn results in another issue where the City would then be financially obligated to maintain the facility, even though Washington would be stretched thin by that. Washington needs to either actively work with and engage the agency-in-charge to keep them consistent with the community's vision and needs, or work out a jurisdictional transfer program with some guaranteed up-front funding or improvements to help ease the transition financially.

East Peoria and Washington committee members saw transportation facilities as a way to not only travel, but as a way to bring the community together and achieve its vision for the area. They expressed a desire for considering green infrastructure, education about the planning process, and to better connect the transportation facilities to the use of the adjoining land. Washington recently approved a new ordinance requiring traffic impact studies of developers when deemed appropriate by the city. Tying the road work to related public improvements and commercial development would similarly help provide beneficial synergy, such as providing Pedestrian/Bicycle accommodations with new development or installing required stormwater improvements as part of roadway rehabilitation/ reconstruction.

Given the funding challenges faced by each community, committee members were focused on the immediate needs of their respective cities. Being able to address the fundamental operations, safety, and maintenance concerns of the transportation system is the primary concern currently. Being prepared for or anticipating issues related to headline-grabbing national transportation trends such ride-sharing, electric vehicles, and self-driving cars would be beneficial, but is not viewed as something that will drive the transportation policy or planning energies of Washington. These trends were either not relevant to the community or too far in the future and would rather fulfill the needs and desires they have now than "gamble" on future developments.

05. PRIORITIES SUMMARY

It was quickly apparent from the meetings with various agency personnel and in reviewing the available data that the needs of these communities currently outstrip their existing spending power and that may provide a substantial barrier to implementing some of the loftier goals put forth in the early portions of this report. As such, it is important to prioritize the many issues laid out herein, so that when funding becomes available it is spent on the most important needs. A suggested list of priorities is as follows:

Washington Priorities

Short-Term Priorities (1-5 Years)

1. Pursue additional funding sources, where possible. Perform educational outreach about transportation project funding and a targeted campaign to increase public awareness of current limitations posed by revenue streams, future needs, and the role of each City in paying for and maintaining its transportation system.
2. Address immediate safety concerns such as the intersection of Main Street (Cty 3) and Washington Road (Bus. 24) or pedestrian crossings along Washington Road (Bus. 24).
3. Maintain critical infrastructure, especially north-south connections and high volume corridors such as Cummings Lane. Some additional study may be warranted to more objectively plan pavement preservation efforts.
4. Realignment of Nofsinger Road and US-24 intersection, and extension to Dallas Road.
5. Increase connectivity through the construction of new facilities such as Centennial Drive/Freedom Parkway/ Lake Shore Drive extension.

Near-Term Priorities (5-10 Years)

6. Use the next Comprehensive Plan update as an opportunity to examine existing relationships between land-use and travel, considering opportunities to incorporate new residential growth with ties to the transportation network with such means as green infrastructure, new technologies, or complete streets.
7. Encourage CityLink to consider re-assessing Washington connection and other key attractors/generators that may warrant new route-cutting.
8. Coordinate with other agencies or local utilities to identify key partnerships, cost-saving opportunities, and jurisdictional transfer requirements.
9. Improve Conditions and Operational Efficiency at targeted areas (for example, based on LOS assessments in ***Map 3 on page 26***) when funding allows.
10. Begin setting aside money in a "rainy-day" fund to be prepared for the costs of larger future expenditures such as major road reconstructions or bridge replacement projects as segments of the utilities and infrastructure systems in Washington approach the end of their useful life.

Long-Term Priorities (10+ Years)

11. Increase Mode choice through sidewalk improvements and other non-motorized transportation facilities such as grade separated trails.
12. Increase connectivity and mobility within Washington through the upgrade of existing facilities such as the north-south connections to Highway 24 and their intersections, especially as growth trends indicate a northern expansion of the community.
13. Maintain the opportunity to develop a "ring-road" connection to I-74 through continued communications with IDOT and TCRPC, corridor identification and preservation, and advocacy for funding.

APPENDIX A: PREVIOUSLY IDENTIFIED PROJECTS

HR Green reviewed several long range planning documents related to East Peoria and Washington. This exercise provided important context in understanding the various influences helping guide future public sector transportation investments and decisions for the two communities. Designated growth areas were also considered as new shopping centers, schools, large residential subdivisions, etc. can dramatically alter traffic patterns. The following section offers a high-level summary of these components discussed within each report.

City of Washington Comprehensive Plan (2001)

Summary of the Plan: The document intended to assist with directing future growth and development within the community. Specifically, the comprehensive plan sought to:

- Establish long-range goals and objectives to guide decision-making processes regarding site-specific issues
- Guide future development and redevelopment of Washington in a manner consistent with the ongoing changes in economy and society
- Establish policies guiding future annexation decisions
- Guide decisions regarding development approval and infrastructure and community service investment

An analysis of Washington's existing street network highlighted a number of deficiencies including 1) a lack of direct access to interstates (e.g. I-74 and I-474), 2) the disjointed status of east-west transportation corridors excluding the U.S. 24 Bypass, and 3) poor north-south access. All of the factors contributed to a poorly-performing system that placed Washington at a disadvantage when attempting to attract businesses. The report offered a number of solutions to correct these issues ***(see Table 4)***.

The land use chapter explored ways to expand trails within Washington. Suggestions focused on collaborating with the Park District in establishing, planning, building, and maintaining the system; requiring easements where a future trail is designated in proposed developments; considering developer incentives for proposed trails; and seeking funding for their construction.

General future land use themes included the need for additional residential units (~500) over the life of the plan to accommodate a growing population; location-specific recommendations for the three main commercial centers (downtown, Business 24 and Route 8, and U.S. 24 Bypass) based on the anticipated types of development they attract (e.g. specialty shops, office space, retail, etc.) with expectations that demand will continue to increase along U.S. 24 Bypass; and designating the Cummings Lane area as the premier spot for future commercial/industrial uses. ***Figure 4*** displays the document's future land use map.

It is important to note that the comprehensive plan acknowledged its range of usefulness was approximately 10-20 years. It has far exceeded the shorter timeframe and is quickly approaching its limit of viability.

Table 4: Washington Comprehensive Plan– Transportation Improvements Summary Table

Washington Comprehensive Plan Recommendation	Status
In case a freeway similar to the Peoria to Chicago Highway were to be considered in the future, support the U.S. 24 Bypass corridor for eventual upgrade as part of the highway, as well as interchanges in appropriate locations, and consider preserving the corridor.	Nothing new. Could be tied into plans for the Eastern Bypass.
If the Peoria to Chicago Highway or a similar highway were considered in the future, support the connection to I-74 just east of Washington. If IDOT selects this corridor, amend the land use plan map to include additional commercial, residential, and other uses near the corridor and its proposed interchanges or major intersections.	Somewhat ongoing. An Eastern Bypass advisory committee has been in place for many years, though there has not been any notable progress of late. The City has been supportive of whatever corridor is selected for the project.
Monitor the Ring Road study and, if it or another connecting road to I-74 should be considered, work with IDOT on a route most advantageous to the City.	See response above.
Support and preserve the Ring Road corridor as part of the interstate loop completion around Peoria, preferably on the east side of the City.	See response above. While a corridor on the east side of the city would be easier due to increased infill development elsewhere in the city limits, all options are being considered for such a road.
If IDOT selects a highway corridor, establish an expressway/freeway corridor zone to protect the corridor from development encroachments. It should contain setback requirements, aesthetic features, and landscaping requirements.	If a corridor is selected, the City would definitely work to preserve it from development encroachments.
Support the construction of a new interchange at I-74 and the Washington Blacktop east of Morton, and improvements to the Washington Blacktop from the interchange to the City of Washington to provide enhanced access to I-74.	The City would still support this, though consideration would need to be given to the impact that additional traffic coming through the downtown Square would bring.

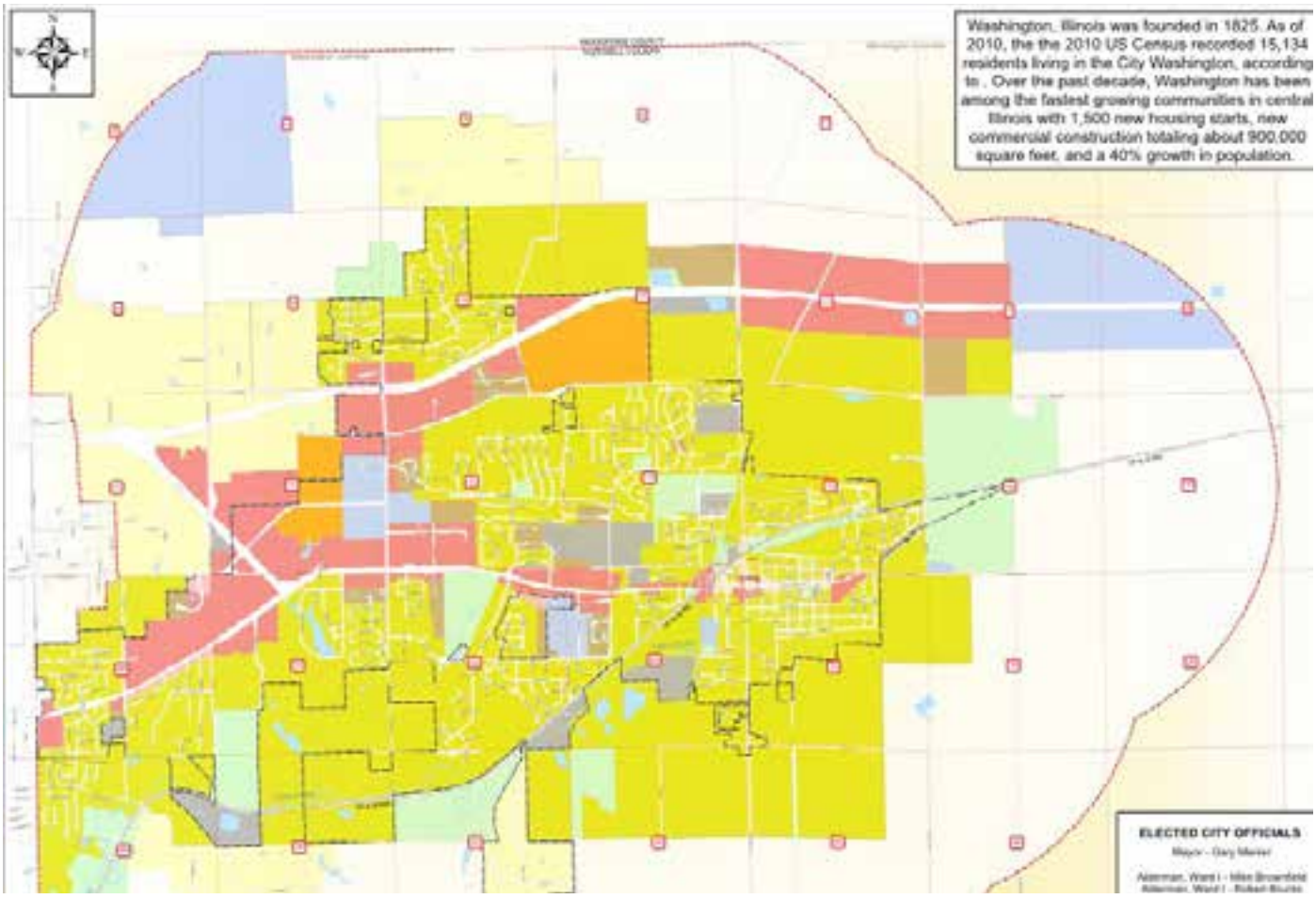


Figure 4: City of Washington Land Use Map

Figure Taken from Washington Comprehensive Plan that shows the land use vision for that time.

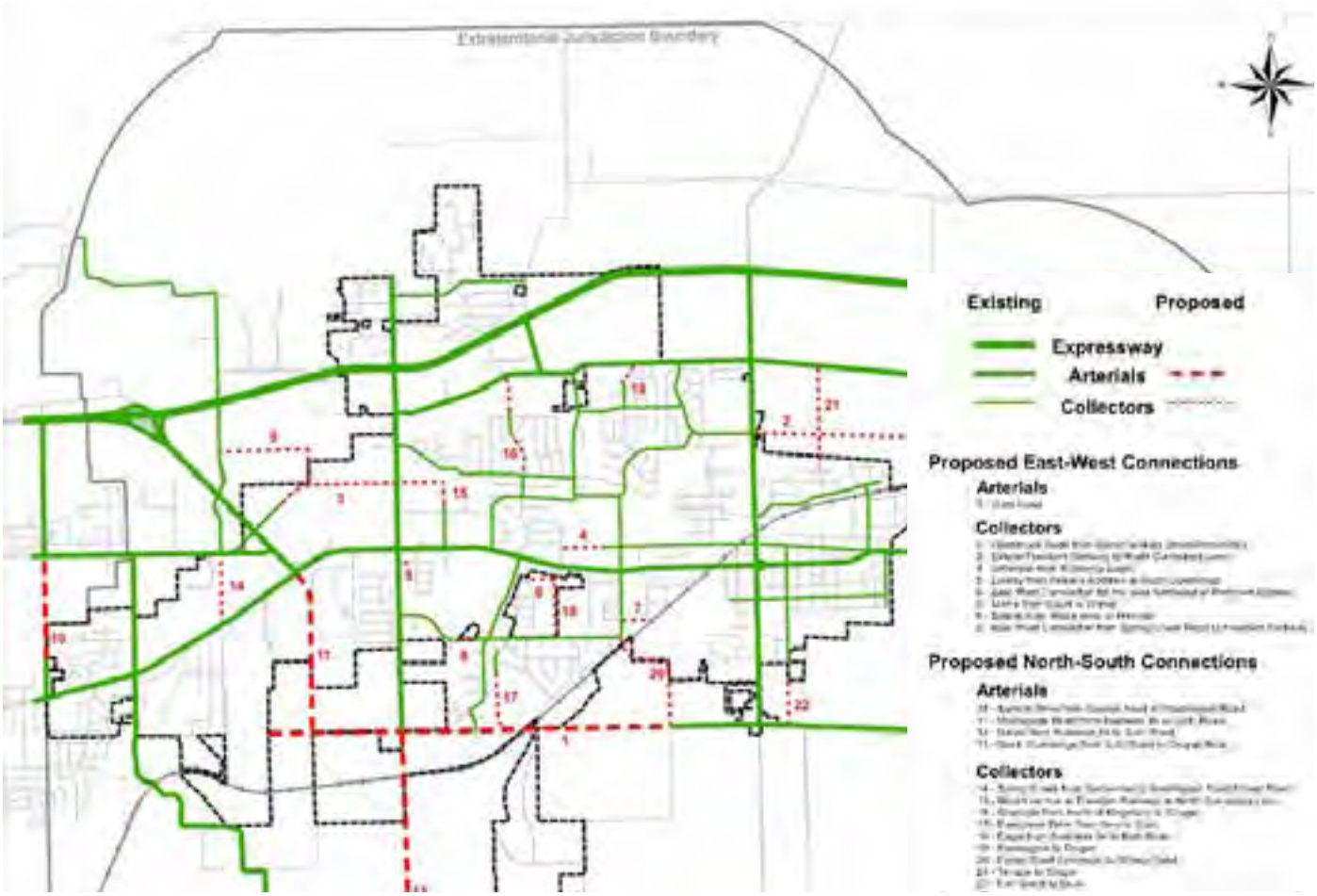


Figure 5: City of Washington Thoroughfare Plan

Figure taken from the 2008 update to the Washington Comprehensive Plan that shows a number of possible connections within and near the Washington city limits.

Envision HOI: Heart of Illinois Long Range Transportation Plan (2015)

Summary of the Plan: Envision HOI serves as the Peoria-Pekin Urbanized Area Long Range Transportation Plan (LRTP). The document focused on metropolitan area transportation needs for a 25-year horizon extending until 2040. Specific items addressed include motorized and non-motorized transit, as well as air, river, and rail travel. The plan's guiding vision was "The Greater Peoria Area will have a safe, balanced, regional, and multi-modal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations."

The LRTP compiles a list of proposed projects based on anticipated levels of available federal funding. ***Table 5*** outlines three categories of improvements (roadways, bridges, and enhancements such as sidewalks and trails) divided into timeframes of projected completion. The report stated that most projects in the 0 - 5 Year Category are included in the FY15-FY18 Transportation Improvement Program and have an identified source of federal funding while "intermediate-term, long-term, and illustrative project lists… are conceptual in nature and are intended to be used only as a guide."

Table 5: LRTP– Transportation Improvements Summary Tables

LRTP Short-Term Local Roadway Projects (0-5 Years)			
Jurisdiction	**Name**	**Description**	**Location**
East Peoria	Bike Trail Ped Bridge	Ped Bridge	Camp Street
East Peoria	River Road / Camp Street Roundabout	Intersection Reconstruction	Intersection of River Road and Camp Street (Complete)
Washington	Recreation Trail	Cruger Road Phase I	Cruger Road (Complete)
Washington	Recreation Trail Connection	Recreation Trail	Washington Road
Washington	Repair Sidewalks	Sidewalks	School Street from IL Route 8 to 625' S.
LRTP Intermediate-Term Local Roadway Projects (6-10 Years)			
Jurisdiction	**Name**	**Description**	**Location**
East Peoria	Pinecrest Drive Ext (Phase 1)	New Roadway	Muller Road to Springfield Road
Washington	Dallas Road-Phase II	Improvement	Cruger Road to Westminster
LRTP Illustrative Local Roadway Projects (6-10 Years)			
Jurisdiction	Name	Description	Location
East Peoria	Bass Pro Drive Ext	New Roadway	Bass Pro Drive to Il 116
Washington	Freedom Parkway Ext	New Roadway	To N. Cummings
Washington	W. Jefferson Street Ext	New Roadway	W. Jefferson Street west of Wilmor Road
Washington	Various Int./Signal Upgrades	Improvement	Various
Washington	Lexington Dr	Improvement	School Street to Summit Drive
LRTP Long-Term Local Roadway Projects (11-25 Years)			
Jurisdiction	**Name**	**Description**	**Location**
East Peoria	Pinecrest Drive Ext (Phase II)	New Roadway	Muller Road to Springfield Road
East Peoria	Highview Road	Improvement	City of East Peoria near ICC
Washington	Cruger Rd Phase IV	Improvement	N. Main Street to Diebel Road
LRTP Illustrative Local Roadway Projects (11-25 Years)			
Jurisdiction	**Name**	**Description**	**Location**
East Peoria	Grange Road	Improvement	City of East Peoria northeastern city limits
East Peoria	Pinecrest Drive Ext (Phase III)	New Roadway	Muller Road to Springfield Road
Washington	Diebel Road Phase I	Improvement	US 24 to Business Route 24
Washington	Diebel Road Phase II	New Roadway	Business Route 24 to Guth Road
Washington	Guth Road Phase I	New Roadway	Foster R. to S Cummings Lane
Washington	Guth Road Phase II	Improvement	Hunzicker Road to S. Main Street
Washington	S. Cummings Lane Ext.	New Roadway	Guth Road to Schuck Road
Washington	Intersection Improvements	Int. Improvements	Various intersections in City

BikeConnect HOI: Heart of Illinois Regional Bicycle Plan (2017)

Summary of the Plan: Envision HOI identified the development of a regional bicycle plan as a necessary strategy to improve and expand pedestrian and bicyclist accommodations within the Greater Peoria area. TCRPC, as designated MPO, prepared BikeConnect HOI as a means to assist in implementing the LRTP. The plan's primary purpose was to 1) identify a proposed regional bicycle network within Peoria, Tazewell, and Woodford Counties and 2) identify strategies and action items for making Greater Peoria a more bicycle-friendly region.

BikeConnect HOI focused on opportunities aimed at joining communities. This process required TCRPC to examine existing bikeways, planned bikeways, and desired future regional connections. Network conditions within Greater Peoria vary greatly. Citizens of East Peoria have access to several types of dedicated accommodations such as off-road trails, multi-use trails, and bike lanes. Washington maintains off-road trails, multi-use trails, and bike routes. Refer to ***Figure 6*** for a map depicting each city's current facilities.

The plan's recommended improvements pertaining to the target communities would directly link Washington to Morton as well as Eureka, Metamora, and East Peoria. East Peoria would connect to Pekin, Peoria, and Washington. ***Figure 7*** highlights the suggested combination of planned improvements, concept improvements, preferred roadways, and existing accommodations.

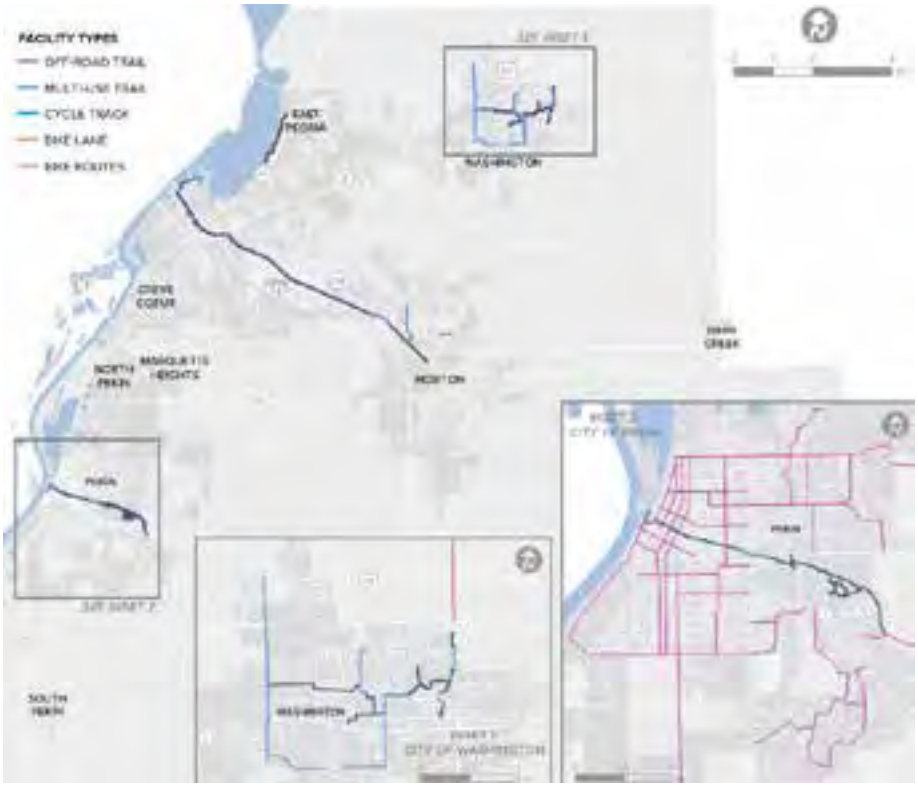


Figure 6: BIKECONNECT HOI - Bicycle Facilities Map

Figure Taken from BIKECONNECT HOI plan that shows existing bicycle facilities.

Figure 7: BIKECONNECT HOI – Proposed Bicycle Facility Improvement Map

Figure Taken from BIKECONNECT HOI plan that shows proposed improvements to bicycle facilities.

APPENDIX B: MAPS

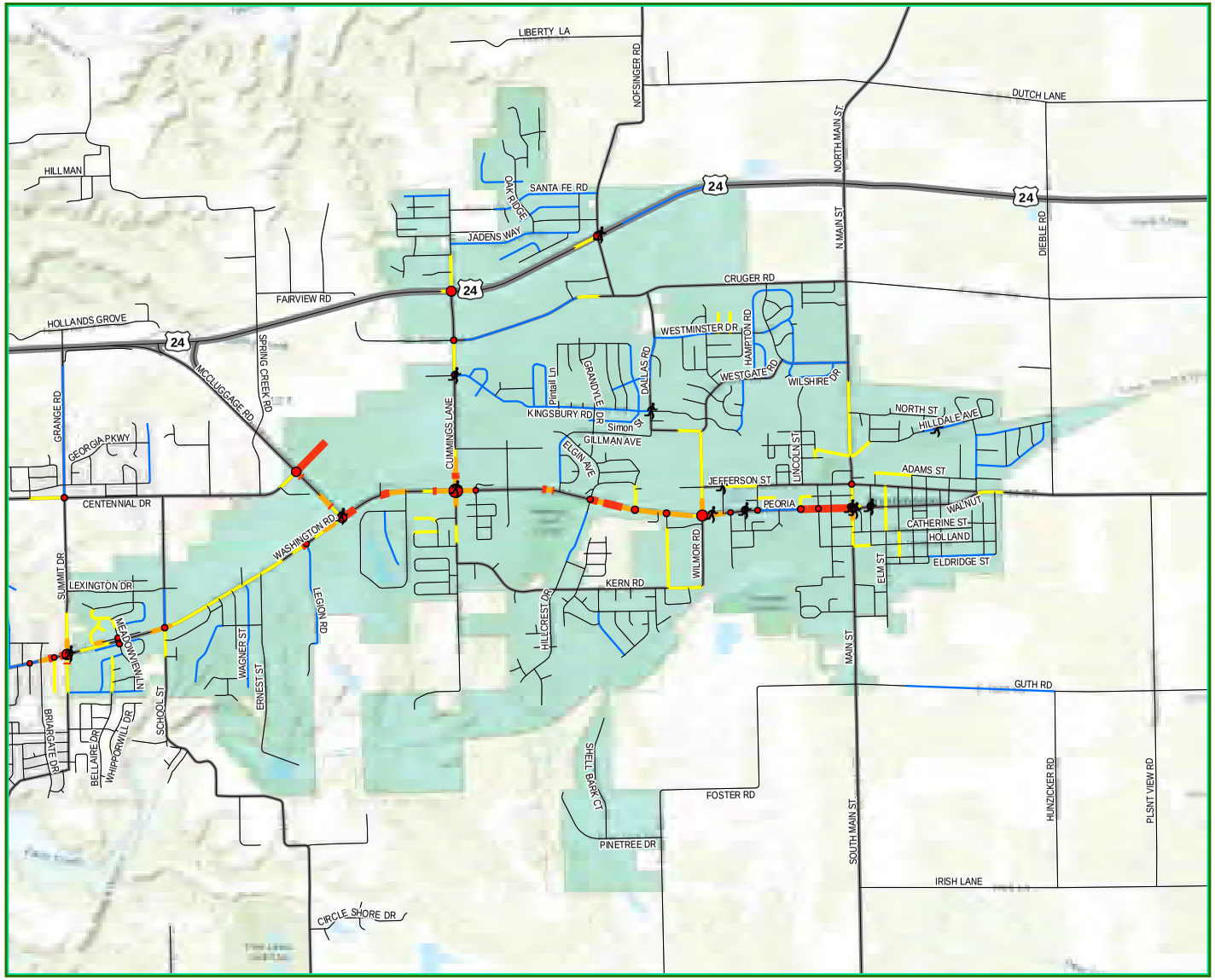
Map 1: Vehicle Safety

Map 2: Infrastructure Condition

Map 3: Traffic Volumes

Map 4: Transportation Network Enhancement Projects

Map 5: Road Jurisdiction



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Map 1
Vehicle Safety

Legend

- Crashes Involving Pedestrians or Cyclists*

Crashes In Intersection

- 1
- 10
- 50
- 100

Non-Intersection Crashes*

- =<1 Crash/Mile
- 1-5 Crashes/Mile
- 5-25 Crashes/Mile
- 25-50 Crashes/Mile
- >50 Crashes/Mile
- Washington

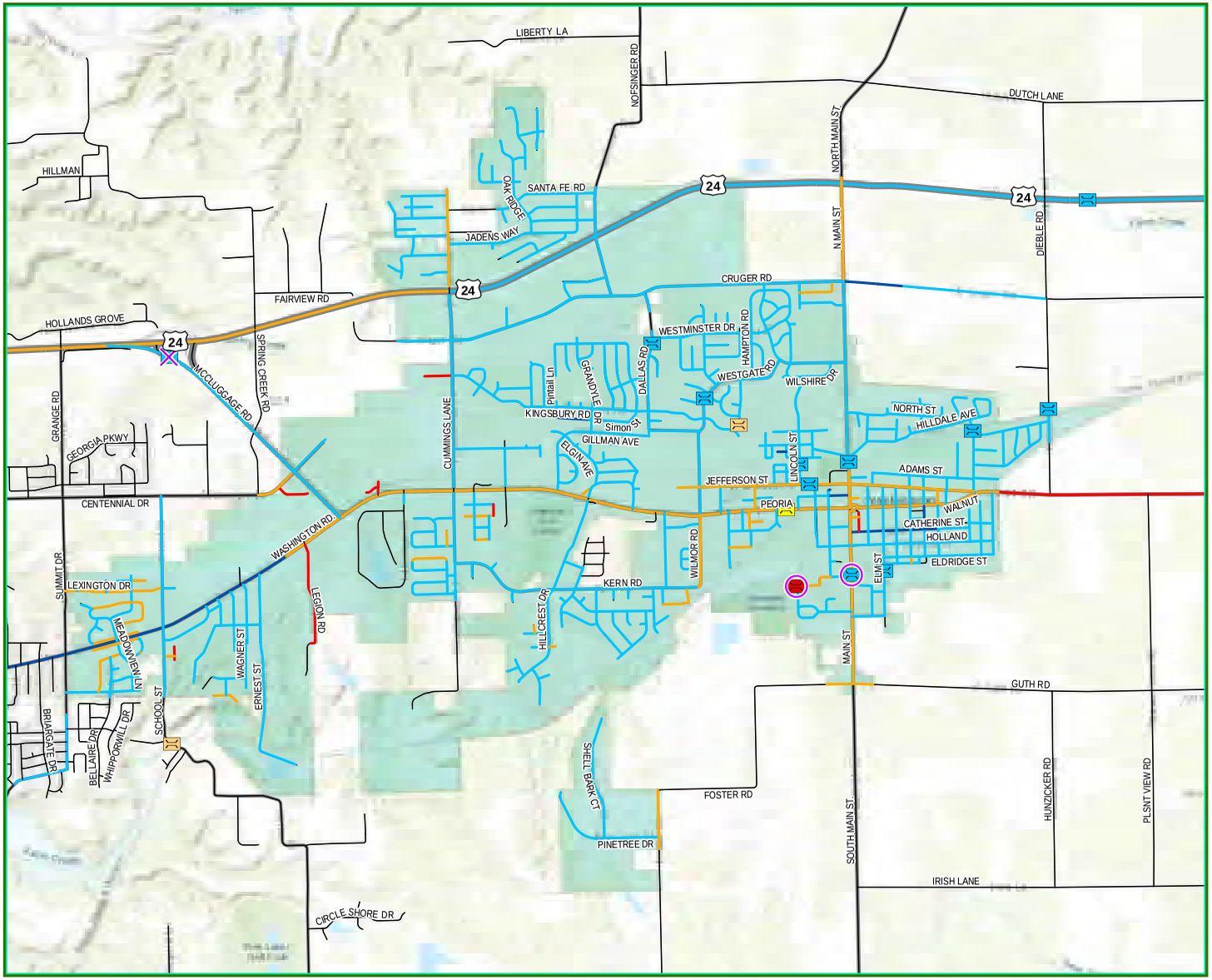
*Crash Data Based on Police Records from 2013-2016

N W E S

0 1,250 2,500 Feet

1 inch = 2,500 feet

HRG HRGreen



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Map 2
Infrastructure Condition

Legend

Bridge Status
- Structurally Deficient
- Functionally Obsolete

Bridge Sufficiency Rating
- 0-50
- 61-70
- 71-80
- 91-100

Roadway Condition
- No Data
- Poor
- Fair
- Satisfactory
- Excellent
- Washington

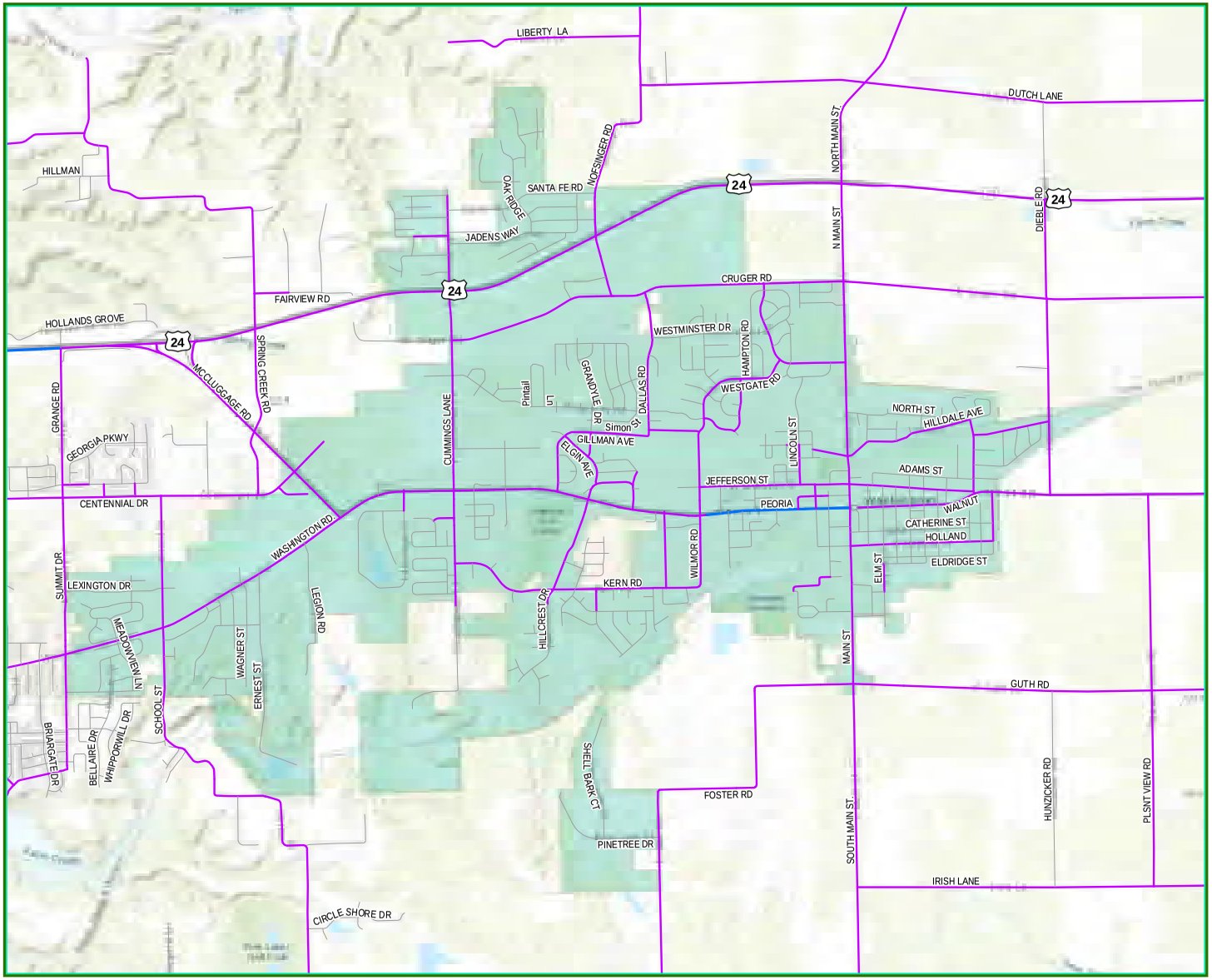
*Crash Data Based on Police Records from 2013-2016

N W E S

0 1,250 2,500 Feet

1 inch = 2,500 feet

HRG HRGreer



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Map 3
Traffic Volumes

Legend

Level of Service

- No Data
- LOS- A (Free Flow)
- LOS- B (Unimpeded)
- LOS- C (Stable)
- LOS- D (Unstable)
- LOS- E (Some Delays)
- LOS- F (Congestion)
- Washington

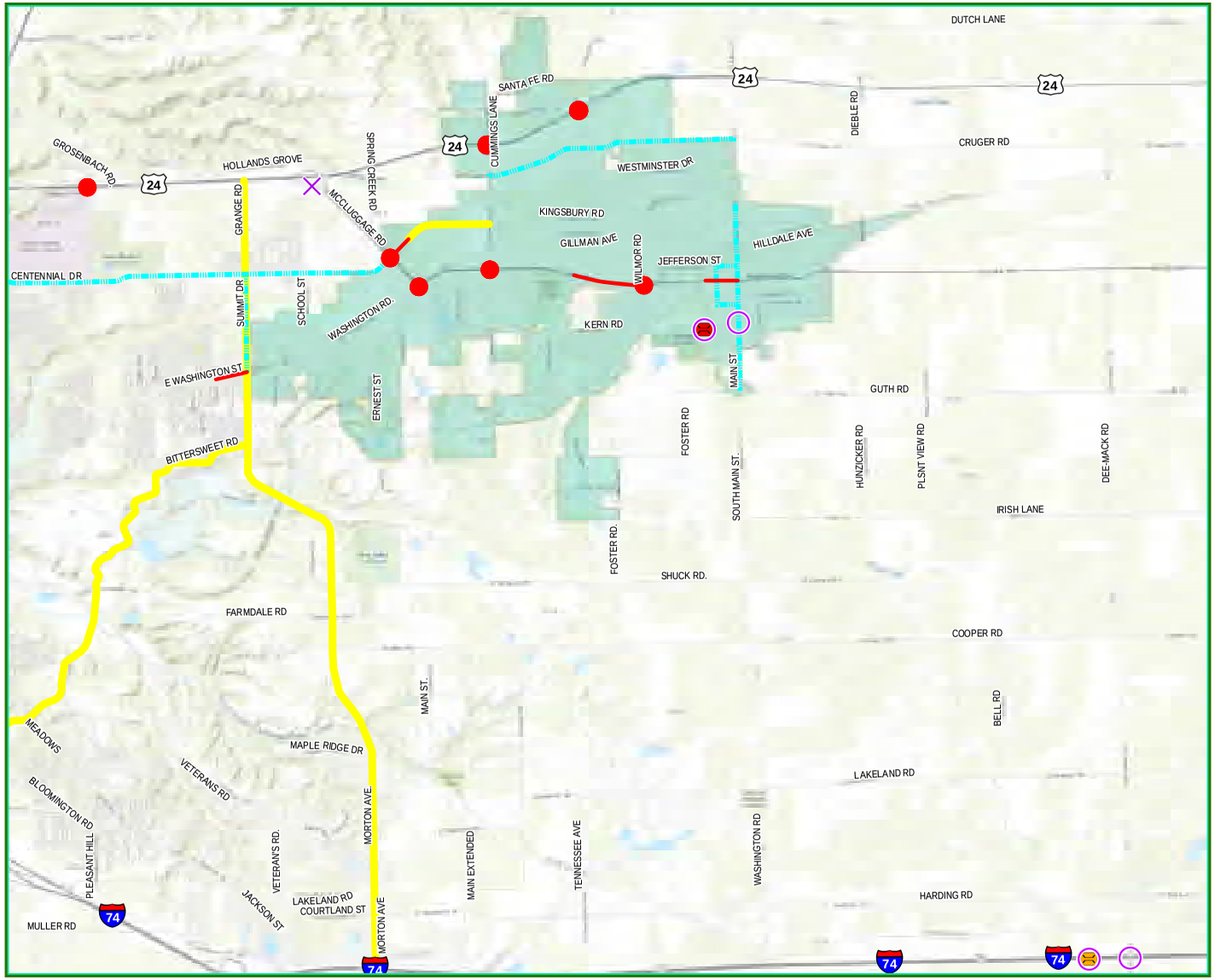
*Crash Data Based on Police Records from 2013-2016

N W E S

0 1,250 2,500 Feet

1 inch = 2,500 feet

HRG HRGreer



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Map 4
Transportation Network Enhancement Projects

Legend

A. Connectivity
- New Roadways/Extensions

B. Safety/Condition
- Safety Improvements
- Intersection Safety Improvements
- Structurally Deficient Bridge
- Functionally Obsolete Bridge
- Bridge in Critical Condition
- Bridge in Poor Condition

C. Mode Choice
- Bicycle/Pedestrian Accomodations
- Washington

*Crash Data Based on Police Records from 2013-2016

N W E S

0 2,000 4,000 Feet

1 inch = 4,000 feet

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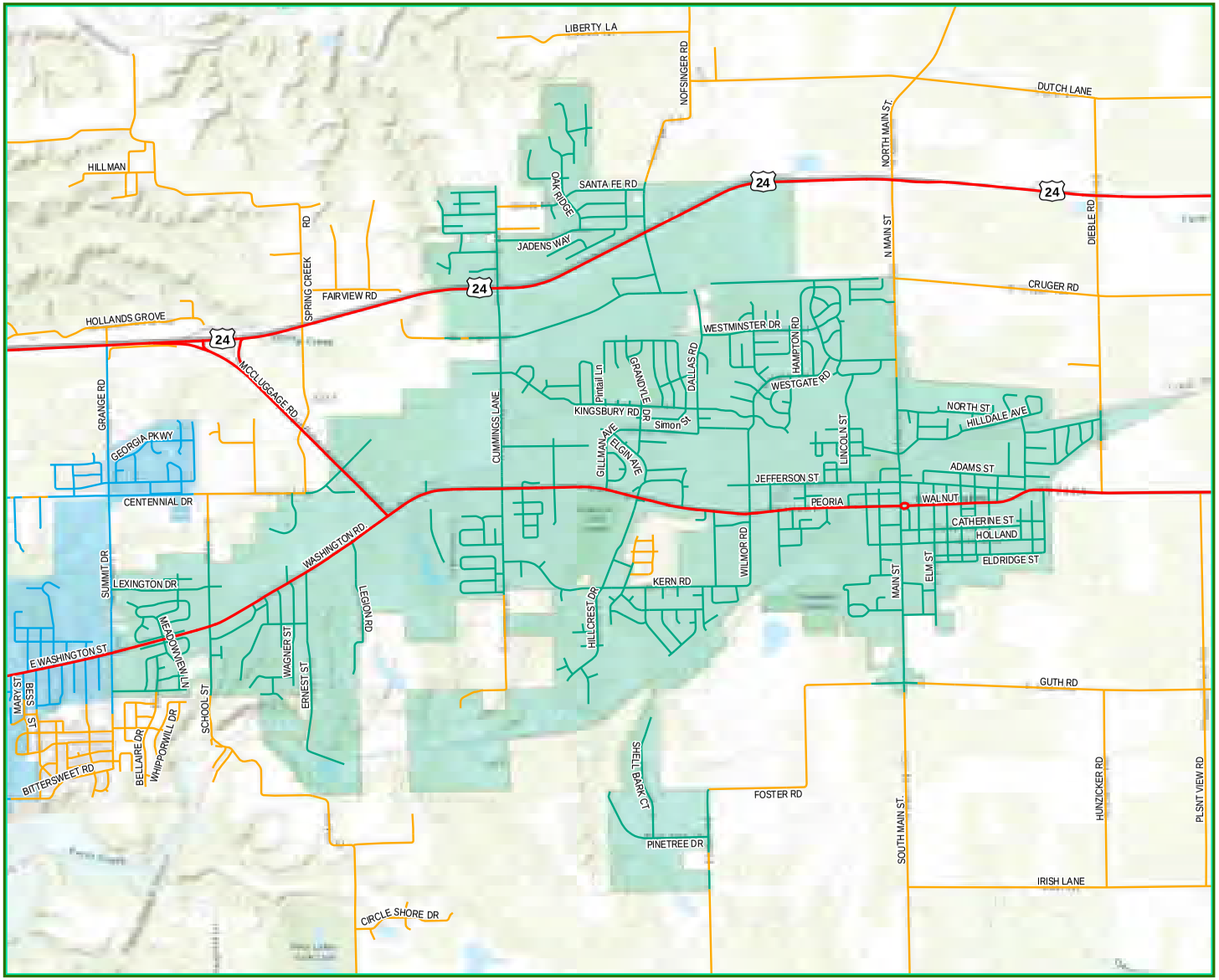

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Map 5
Road Jurisdiction

Legend

- City of Washington
- City of East Peoria
- State
- County/Township/Park District
- Washington City Limits
- East Peoria City Limits

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N W E S

0 1,250 2,500 Feet

1 inch = 2,500 feet

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