

Metropolitan Planning Organization

Tri-County Regional Planning Commission
Mr. Terry D. Kohlbuss, Executive Director
411 Hamilton Blvd., Suite 2001
Peoria, IL 61602
Phone: (309) 673-9330
Fax: (309) 673-9802

Local Agency Sponsor

Peoria County Highway Department
Mr. Robert D. Page, P.E., County Engineer
6915 West Plank Road
Peoria, Illinois 61604-5246
Phone: (309) 697-6400
Fax: (309) 697-6446
E-mail: dp@co.peoria.il.us

Mr. Patrick Urich, County Administrator
Peoria County
324 Main Street, Room 401
Peoria, Illinois 61602
Phone: (309) 672-6056
Fax: (309) 672-6054

Additional Sponsors

Mr. Dennis Kief, Public Works Director
City of Pekin
400 Margaret Street
Pekin, Illinois 61554
Phone: (309) 477-2328
Fax: (309) 347-1064
E-mail: dkief@ci.pekin.il.us

Ms. Marcia Markwalder, Mayor
Village of Bartonville
5912 South Adams Street
Bartonville, Illinois 61607
Phone: (309) 633-2053
Fax: (309) 633-2056

Project Title

The proposed study is entitled: The Illinois Route 9 Extension Corridor Study

Total Cost of Project

The estimated total study cost is outlined in Table 1.

Table 1
Estimated Study Cost

Work Item	Estimated Cost
Land Use Analysis	\$35,000
Economic Development Impacts	\$10,000
Engineering Analysis	\$30,000
Environmental Analysis	\$7,500
Traffic Analysis	\$5,000
Report Preparation	\$7,500
Coordination Meetings	\$5,000
Total	\$100,000

The funding would consist of 90 percent Illinois Tomorrow Grant funds in the amount of \$90,000 and 10 percent local funds in the amount of \$10,000. Peoria County, the Village of Bartonville and the City of Pekin would divide the 10 percent local share equally. The local share would be paid for out of the communities' respective Motor Fuel Tax fund or other locally available funds.

Project Description

Recent planning activities within the greater Peoria area have identified the area between the Greater Peoria Regional Airport and the City of Pekin as areas for potential development. This area includes the Village of Bartonville located in Limestone Township.

Increased traffic around the Airport is anticipated due to planned airport expansion and increased freight cargo distribution. With the proper infrastructure plan in place, this area could capitalize on the regions close proximity to various transportation modes. It has been recognized that establishing an efficient system by which people, goods, and services can be safely transported through the region is important to the quality of life, public safety, and economic viability of the region.

Illinois Route 9 is a four-lane east-west state highway that carries traffic through the City of Pekin and across the Illinois River to a signalized "Tee" intersection with U.S. Route 24. The proposed study would attempt to identify a feasible multi-community corridor for the relocation of Illinois Route 9 from the Illinois River north and west to an interchange with U.S. 24 and an extension from U.S. 24 north and west to existing Airport Road. The study would address the economic impacts that such an improvement would have on the area, aid in developing transportation facilities and land uses and would serve as a coordinating tool for local land-use planning.

The proposed improvement would enhance access to the Greater Peoria Regional Airport for communities and businesses south of Illinois Route 9 in Tazewell County, and those located southwest of Illinois Route 9 along U.S. Route 24 in Peoria County. The improvement would also open up the infill areas west of Bartonville and south of the Airport for development. The proposed study area is shown in Figure 1.

While it is recognized that growth is essential to the long-term health and viability of the region, it should be controlled, directed, and of a quality which enhances the lives of the residences within the region. It should provide opportunities for innovative developments and preservation of open spaces.

Products to be Produced

The results of this study will be documented in a multi-community corridor report that determines whether a viable corridor exists for the proposed extension and determines if the project merits additional detailed study. The study will provide input for future comprehensive land-use and economic development analysis and planning. The report will clearly identify alternatives that allow the region to take advantage of the unique multi-modal aspect of the study area and identify an alternative that is of mutual benefit to the communities in the region.

Current documents that this project will expand upon, update or will be inputs to this project

The study process is envisioned to be an iterative process that balances land-use planning, development studies, and environmental analysis. The study will begin with a review of all pertinent planning documents and the development of alternatives based on the goals established in these documents. The study process will end with a recommendation that can be used to enhance present or future community plan updates.

In 1998, the Village of Bartonville completed their Comprehensive Community Plan and the City of Pekin is currently in the process of updating their Comprehensive Plan. The material contained in the proposed corridor report will be presented in a format that is readily transferable to other planning documents such as the Bartonville Comprehensive Community Plan, the Pekin Comprehensive Plan, The Greater Peoria Regional Airport's Airport Layout Plan, Peoria County's Land-Use and Zoning Plans, and the Tri-County Regional Planning Commission's Transportation Improvement Plan.

What work has been previously completed (or underway) that this project will complement

Peoria County is in the process of improving Airport Road with intersections at Garfield Avenue, Pfeiffer Road, and Smithville Road. The proposed study would complement these improvements and work with them to improve access to the Airport.

Participating Agencies/Partners

The following agencies are likely to enter into a formal partnership to pursue the study:

- Peoria County
- The Village of Bartonville
- The City of Pekin

The following agencies have also expressed an interest in the study:

- Tri-County Regional Planning Commission
- The City of Peoria
- Tazewell County
- The Greater Peoria Regional Airport Authority
- The Greater Peoria Sanitary District
- State Senator George Shadid
- Limestone Township
- Hollis Township
- State of Illinois

Project Timeline

It is anticipated that the proposed study would be accomplished over the course of a twelve-month period as shown in Figure 2.

Work Item	2001					2002						
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Land Use Analysis	■	■	■				■	■	■	■		
Economic Development Impacts							■	■				
Corridor Analysis			■	■	■	■			■	■	■	
Environmental Analysis	■											
Traffic Planning Analysis		■										
Report Preparation												■
Coordination Meetings	■	■	■	■	■	■	■	■	■	■	■	■

Figure 2: Estimated Study Timeline

What current issues prompted the need for this project?

As mentioned previously, many of the local government agencies within the region are in the process of updating their planning documents. One consistent aspect of the various long-range planning activities has been the identification of the study area as a location for future economic development and growth. The proposed study area falls within the

jurisdiction of many different government bodies and agencies, and is a potentially major transit-consistent/mixed-use corridor that could benefit the entire region. This ongoing planning process has brought about the realization that without the proper infrastructure in place, it will be difficult to minimize urban sprawl and achieve the controlled growth that can benefit the region.

Other issues include increasing traffic congestion and truck traffic on area streets such as Cameron Lane, Smithville Road and Tuscarora Road. The communities would like to improve traffic flow and minimize congestion of commercial light truck traffic from commercial/industrial areas within the study area and relocate it away from residential areas and downtown business districts to major collector routes.

Over the last several years, the Greater Peoria Regional Airport Authority has aggressively marketed the Airport to national freight and package distribution businesses. Any improvement that enhances access to the Airport, and allows for additional multi-modal opportunities, will increase the Airport's competitive advantage in the marketplace.

How are these needs being incorporated into this project?

The proposed study will address issues of concern within the region. It will provide long-range infrastructure planning that addresses land-use, economic development, traffic congestion, travel patterns, and access issues. It will provide local decision makers with a comprehensive analysis of the needs of the region and define how a proposed improvement can achieve these needs. The study will encourage the various communities and agencies to work together and coordinate their planning efforts.

How does this project relate to and/or promote the Illinois Tomorrow Corridor Planning Grant Program goals?

This study will connect infrastructure and development decisions by promoting face to face discussions between affected communities, interested parties, and the appropriate local decision makers. Long-range planning in neighboring communities is frequently undertaken with minimal regard for the needs, desires, or long-range plans of adjacent communities. An area that is bound by multiple communities is often overlooked during the planning process, and this fragmented planning fails to effectively benefit any of the communities. The proposed study will attempt to assure that planning in the area between Pekin, Bartonville and the Greater Peoria Regional Airport is coordinated in a multi-jurisdictional way to benefit the whole region. It will serve as a means to open dialogue between the involved parties that will hopefully extend to intergovernmental agreement beyond the limits and life of this project.

The multi-modal nature of the study area will provide a competitive edge for the region on a national scale that can positively impact the entire Illinois economy. Access to every major form of transportation is available within the study area. The Illinois River has frequent barge activity and several loading docks in the study area; the Burlington

Northern Santa Fe and Toledo, Peoria and Western Railways offer rail access to the entire nation; U.S. Route 24 and Interstate 474 are located within or in close proximity to the study area; and the Greater Peoria Regional Airport, a U.S. Customs port of entry, provides both passenger and freight service to the region. Much of the property located south of the Airport and west of Airport Road is a designated enterprise zone that would be attractive to potential businesses.

The proposed study would open up areas of recent residential expansion such as in Orchard Mines to the Greater Peoria Regional Airport, one of the top employment generators in the study area.

The proposed study will help the communities develop a land-use and transportation plan that promotes the efficient use of transportation facilities through the integration of land use, transportation and infrastructure facility planning in a potentially major transportation corridor. It will assist in maintaining and promoting the expansion of existing businesses in the region and attract businesses that will positively impact employment opportunities, business diversity, tax revenues, and economic stability and growth; while minimizing adverse effects on vehicular traffic levels and circulation, the environment, and other factors effecting the regions health and safety.

The region will benefit from industrial/commercial development at the Airport through increased employment. New employees will potentially reside in the region and use the regions services spurring additional economic development activity. Another area of potential development may include new hotels and motels for travelers attracted to the Airport.

This study will attempt to identify land-use and multi-modal transportation options that reduce the growth of congestion and improve safety by moving truck trips from the local street network to a facility designed to accommodate this type of traffic with more direct access to their destinations. It will attract vehicles that currently utilize Illinois Route 29 in Pekin and Interstate 474 to access the Airport. It will attract trips from businesses located along U.S. 24, southwest of the study area, which currently utilize Cameron Road to access the Airport.

The study will promote balanced economic development that reduces infrastructure cost by following a formal planning process that takes into account the needs of those groups requiring the infrastructure, those agencies providing the infrastructure, and the taxpayers that are financing the infrastructure.

A new corridor would also open up recreational opportunities by providing better access to access to Tuscarora Park and Alpha Park to those residents located south and west of the study area.