CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, NOVEMBER 15, 2016

3:00 P.M.

COMMISSION MEETING – TO BE HELD AT CITY OF PEORIA DRIES LANE FACILITY CONFERENCE ROOM #113, 3505 N. DRIES LANE, PEORIA, ILLINOIS 61604. (309) 494-8800.

CITY OF PEORIA – TRANSPORTATION COMMISSION

AGENDAS AND MINUTES

ISSUED BY:
JOE HUDSON, CHAIRMAN

VIA TRAFFIC ENGINEER NICK STOFFER

PUBLIC WORKS DEPARTMENT

3505 N. DRIES LANE, PEORIA IL 61604

(309) 494-8800

INTERNET ADDRESS: www.peoriagov.org

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*Citizens wishing to address an item not on the agenda should contact a commission member prior to the meeting. All other public input will be heard under public comment near the end of the committee meeting.

Note: The order in which agenda items are considered may be moved forward or delayed by at least 2/3 vote of the commission members present.

The City of Peoria – Transportation Commission Meets in Regular Business sessions the Third Tuesday of the Month at 3:00 pm at 3505 N Dries Lane Conference Room #113, Peoria, Illinois. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

CITY OF PEORIA – TRANSPORTATION COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM

ROLL CALL
ANNOUNCEMENTS, ETC.

MINUTES

AGENDA ITEMS

ITEM No. 1: CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. EVALUATION and DISCUSSION of Request re: Two-Way Stop Intersections for the Proposed INSTALLATION of All-Way Stop Controls:
   1. Request from Moss-Bradley Neighborhood Association to sign AYRES AVENUE AND COOPER STREET to an All-Way Stop Intersection. [District 2]
   2. Request to sign LOUCKS AVENUE and ISABELL AVENUE as an All-Way Stop Intersection. [District 2]
B. REQUEST from HAWKEYE HOTELS for the REORGANIZATION of the STREET PARKING on HAMILTON BLVD. AND MADISON AVE., including Removal of Metered Parking on Hamilton Boulevard, Addition of Metered Parking on Madison Avenue, Addition of 15-minute Parking on Madison Avenue, With Attachments. [District 1]

ITEM No. 2: OTHER ITEMS OF INTEREST to the Transportation Commissioners:

A. DISCUSSION and UPDATES of the Proposed 2017-2021 COMMUNITY INVESTMENT PLAN (CIP) – Public Works Director Scott Reese;
B. Update on Receipt of IDOT ITEP GRANT to the City of Peoria for ROCK ISLAND GREENWAY EXTENSION (Attachment);
C. Update on Staff Submittal of Smart Growth America GRANT APPLICATION for “IMPLEMENTING SMART GROWTH – 101”;
D. UPDATE on October 20th Public Meeting re: Western Avenue from Adams Street to Lincoln Avenue;
E. UPDATE on October 22nd CityFest – Warehouse; Adams Street CSO Pilot Project area;
F. UPDATE on November 9th Public Meetings re:
   a. Harvard Avenue Project – see Presentation; and
   b. Striping Projects on E Forrest Hill Avenue and N Wisconsin Ave see Presentation.

ITEM No. 3: DISCUSSION of Transportation Commission WORK ITEMS:

A. DISCUSSION for Addition to the Transportation Commission Work Items List: DEVELOPMENT of a TRAFFIC CALMING POLICY;
B. REVIEW and DISCUSSION of UPDATED DRAFT PERFORMANCE MEASURES for Complete Streets.

UNFINISHED BUSINESS

A. City Council Adoption of the UNIFIED DEVELOPMENT CODE.

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, DECEMBER 21, 2016

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, September 20, 2016, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

CALL TO ORDER

Call to Order showed the following Transportation Commission Members in attendance:

Commissioners Present: Commissioner Dan Adler, Commissioner George Ghareeb, Commissioner Bernie Goitein, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Patrick McNamara, and Commissioner Joe Messmore - 8.

Commissioners Absent: Commissioner Lon Lyons, Commissioner David Smesrud, and Commissioner Michael Vespa - 3.

Others in attendance included City Traffic Engineer Nick Stoffer, Public Works Civil Engineer II Jane Gerdes, Community Development Senior Urban Planners Shannon Techie and Leah Allison, iTech Coordinator Anthony Corso (arrived at 3:28 p.m.), Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander, and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS, ETC.

- Peoria County Sales Tax Referendum for Road Improvement Projects on November Ballot
- Save the Date: Thurs. October 20, 2016, 6:00 p.m., Public Meeting re: Western Avenue from Adams Street to Lincoln Avenue; at the Lincoln Branch Public Library
- Save the Date: Sat. October 22 from 4 til 8 p.m. CityFest – Warehouse; Adams Street CSO Pilot Project area (1200 block of SW Adams Street)
- Regional Bicycle Plan Open House presented by Tri-County Regional Planning Commission, October 5th, 4-7 p.m. at The Gateway Building

MINUTES

Commissioner Ghareeb moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on August 16, 2016, as printed; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

ITEM No. 1: CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. EVALUATION and DISCUSSION of Staff Requests re: Two-Way Stop Intersections for the Proposed INSTALLATION of Four-Way Stop Controls:

1. Illinois Avenue at Indiana Avenue [District 3]

Mr. Stoffer explained he was not yet presenting a formal Traffic Regulation for approval, but was bringing this request forward for discussion. He said his traffic technician brought this matter to his attention due to complaints from an accident. He did not have accident history for the intersection at this time. The speed limit, though not posted, was 30 mph in this area but, it can’t be traveled at more than 25 mph because of a large natural crown in the roadway from years of sealcoating work, he said. There were no plans to reconstruct the intersection, and he said the request was to post the intersection as an All-Way Stop.
In discussion, the Commissioners indicated it was a reasonable action since it could be a hazard in nighttime conditions and because the placement of the Four-Way Stop would not create congestion at this location.

Commissioner Messmore moved to recommend the approval of a Traffic Regulation for the installation of All-Way Stop traffic controls at the intersection of Illinois and Indiana Avenues; seconded by Commissioner Ghareeb.

Approved by unanimous viva voce vote.

EVALUATION and DISCUSSION of Staff Requests re: Two-Way Stop Intersections for the Proposed INSTALLATION of All-Way Stop Controls:

2. Rock Island Avenue at Park Avenue [District 1]

Mr. Stoffer explained this request came forward from Peoria Public Schools (PPS). He said they were invited to attend this meeting to discuss their request, but were not in attendance. Lincoln School is near to this location, he said, and since PPS changed their bus routes, more students were walking down Rock Island, to Park, to Perry. He said there was no accident history at this intersection and that it has a fairly low volume of traffic but a high volume of pedestrians. He said the All-Way Stop is seen by PPS as being safer for young pedestrians to cross the intersection where there currently is not a crossing guard. He noted PPS did not ask for assistance very often. He also pointed out that the roadway came up a rise, so there was a visual issue involved, as well.

The Commissioners voiced no objections, and some stated it was a legitimate concern and a straightforward request.

Commissioner Messmore moved to recommend the approval of a Traffic Regulation for the installation of All-Way Stop traffic controls at the intersection of Rock Island and Park Avenues; seconded by Commissioner Adler.

Approved by unanimous viva voce vote.

ITEM No. 2: OTHER ITEMS OF INTEREST to the Transportation Commissioners:

A. UPDATE and DISCUSSION of Staff Recommendations to Peoria City Council for Changes to the City Code Relating to INFRASTRUCTURE DESIGN STANDARDS.
   a. Erosion, Sediment & Stormwater Control (Jane Gerdes) and Unified Development Code (Leah Allison)

Mr. Stoffer introduced Public Works Civil Engineer II Jane Gerdes, and Community Development Senior Urban Planners Shannon Techie and Leah Allison.

Ms. Gerdes gave a brief summary of the staff recommendations for changes to the Peoria City Code concerning erosion and stormwater control infrastructure design standards. She noted these seven-point recommendations were discussed at a previous Commission meeting and the ordinance proposing the changes would be sent to City Council for a First Reading at their September 27th meeting. She noted the name of the effort had evolved from the Manual of Practice (MOP) after the Council directed that staff focus on these seven items. She said the main changes to the stormwater ordinance involved cost issues, and she outlined the recommendations concerning inspection fees and sidewalk completion for pedestrian connectivity.

During the previous meeting with the Commission, Ms. Gerdes said they noted the importance of accommodations for bicyclists. She said the group’s consensus was that they didn’t feel separate bike lanes were necessary on local streets.
Ms. Gerdes stated if the Council approved the staff recommendations, a manageable book of design standards would be prepared which would include images and texts of the items. Then, she said, it would all be added to the Unified Development Code.

In discussion with Commissioner Goitein, Ms. Gerdes confirmed the proposed infrastructure design standards applied to new development and major street reconstruction projects. Further, she said neighborhood preference and existing conditions were taken into consideration before standards were forced into a project plan.

i-Team Coordinator Anthony Corso arrived at 3:28 p.m.

Commissioner Lott reiterated the discussion concerning the ability to fit both right-of-way items and utility structures into the cross-sections, and he questioned whether that was decided. Ms. Gerdes stated there was some dissent but that the biggest concern was voiced by the water company about having trees near their structures. In the end, she said the overall benefits of trees outweighed the concerns about causing water main breaks.

In further discussion with Commissioner Lott, Ms. Gerdes clarified the requirement of the developer to certify and warrant the infrastructure would end. As the owner’s representative, she said the City would take that position. She said a consultant hired by the City would provide inspection services and that the inspection fees would not cover the entirety of that cost, which was a compromise by the City.

Regarding codifying changes to the stormwater control ordinance to make them applicable to roadways, Ms. Gerdes further clarified that it would not be difficult to do. She said the City already retrofitted its road projects for some stormwater control measures, as evidenced by six detention ponds installed on the Orange Prairie Road project. Future projects would include measures to control the first inch of stormwater, she said.

Community Development Senior Urban Planner Leah Allison outlined the proposed Unified Development Code. She explained the Zoning Ordinance and the Land Development Code (LDC) would be combined into one Unified Code. She said the Form-Based Code section, a part of the LDC was not changing, but it would also become a part of the Unified Development Code (UDC). She said all of the changes tied together and were awaiting formal adoption by City Council on October 11th.

Community Development Senior Urban Planner Shannon Techie summarized the changes, which she explained should make zoning reviews simpler and more business friendly, partly because they would end issuance of zoning certificates. She said projects would continue to be reviewed to make sure they met requirements, but that zoning certificates would only be necessary for transfer of property such as for multi-family issues.

Ms. Allison pointed out that a link to the proposed Unified Development Code was available on the city’s web site through the Council agendas.

In discussion with Commissioner Ghareeb, Ms. Techie gave an example of how the changes would be more business friendly. In the case of a commercial business, she said a zoning certificate request for a change of use for a vacant building would have to go through Site Plan Review Board. She said the change of use zoning certificate was being eliminated, which would allow businesses to reuse existing buildings without an application process.

Ms. Allison noted that two documents were being issued: the zoning certificate and the building permit. She said the customer really only wants the building permit, so the changes allowed for one combined permit. The reviews would continue to be done, behind the scenes, she said but the end result would be the building permit which was all the customer was really interested in. Further, she said these changes would make it easier to get businesses up and running without the permitting cost and, if there were noncompliant items, those would be addressed individually.
In discussion with Commissioner Goitein concerning his question regarding whether setbacks rules would change, Ms. Allison said they would not, at this point. She said some issues may need to be revisited, but this was the first step—to get the codes all in one document and to see how they worked.

Commissioner Lott questioned how much of the change was administrative versus details of the code, and Ms. Techie stated it was both. She explained the changes were made to lessen the review process and to make it easier. In future changes, she said more graphics and less text would be added.

In discussion with Commissioner Ghareeb, Ms. Allison explained the changes resulted from coordinated efforts among the Planning and Zoning Commission, public outreach, the Chamber of Commerce, the Peoria Area Association of Realtors, and others.

Commissioner McNamara referred to Section 2.13 in the subdivision requirements and he discussed the importance of having compatibility in all standards, so that developers and others making infrastructure improvements could follow consistent standards. He also noted that the street, sidewalk access, and connectivity standards referred to the Complete Streets Ordinance. He said the document had a strong introduction in getting the developer involved in pedestrian friendly and multi-use topics.

In further discussion with Commissioner Lott regarding its implementation after adoption, Ms. Allison said the UDC would be effective one week or two weeks after City Council adoption. She said the changes would be advantageous to most development, but knowing there would be some plans in the works, she said those would be dealt on a case by case basis.

Commissioner Ghareeb questioned whether any of the proposed standards would be more restrictive than before, for businesses, and Ms. Allison said possibly only the increase in impact fees. She explained impact fees were collected on single family and residential development and were set aside for educational and recreational purposes. Though the impact fees were increasing significantly, she said they were still lower than those of some other communities. Overall, she said there was more opportunity built in, less restrictions, and more sustainability efforts were encouraged.

Ms. Techie agreed the greater majority, if not all, of the changes were less restrictive to businesses. She explained it included more cumulative types of zoning, so if something was allowed in the commercial district, it would also be allowed in an industrial district. Also, she said, it would not require alternative parking surfaces, but language was added for more flexible parking options for developers.

In discussion with Commissioner Goitein, Ms. Gerdes confirmed there was no change in the UDC concerning alleys.

The commissioners thanked them for attending and commended them on their good work.

Ms. Gerdes, Ms. Allison and Ms. Techie left the meeting at 3:55 p.m.

B. DISCUSSION and REVIEW of the 2017-2021 COMMUNITY INVESTMENT PLAN (CIP) PROJECT BUDGET SHEETS

Mr. Stoffer outlined the projects included in the agenda packet for discussion.

Commissioner McNamara distributed a handout titled CIP Comparison: FY16-20 vs FY17-21 to all Commissioners who were present. Mr. Stoffer explained that tightened budget estimates caused the cost differences on many of the projects on the handout.

In discussion with Commissioner Messmore, Mr. Stoffer confirmed that coordination with the utility companies was an important part of the project design process. He noted the effort was one of the steps in the Complete Streets checklist.
Commissioner Ghareeb left the meeting at 4:05 p.m.

In discussion regarding the Northmoor Road project, from Allen Road to University, the commissioners noted the importance of correcting drainage problems during the project and coordinating efforts with Exposition Gardens and Peoria Public Schools.

Mr. Stoffer agreed the corridor was very important, as it connected many areas and was very well traveled. He said the reconstruction may extend over two seasons and that the roadway would need to be kept open during construction.

Further comments made included discussion of the proposed Radnor Road/Alta Road Roundabout as being a high accident area where the construction was slated for spring, 2017. Regarding the Western Avenue improvement project, it was noted that design of the improvement had begun and that the project was in the Combined Sewer Overflow area of the city. Therefore, its design should include items that would provide an opportunity for a CSO cost offset benefit.

In answer to Commissioner Goitein regarding whether any of the proposed projects included lane reductions, Mr. Stoffer stated the proposed Western Avenue and Sheridan Road projects may include those.

Commissioner Messmore left the meeting at 4:20 p.m.

Mr. Stoffer pointed out the Illinois Department of Transportation would be involved in the design of the proposed Glen Avenue improvement project. He said the design work had not yet begun.

Commissioner McNamara stated the outlined projects showed high interest for transportation, and he spoke in support finding the opportunity for money to particularly support the bike plan.

Commissioner Goitein distributed a handout of Census Bureau data concerning commuting characteristics which, he pointed out, showed that over 90 percent of commuters were drivers of vehicles. He said the projects discussed included important changes that needed to be done, but that it was important to balance those with the needs of the people who were using these roads.

Commissioner Herz said he agreed they would certainly want to take the needs of every resident and commuter into consideration, but he hoped that, as a commission, they would encourage people to use other forms of transportation to work, as well. In certain situations such as commercial activity, he said, congestion could be a good thing.

Mr. Stoffer said he agreed with both statements and that everybody needed to be served but that they needed to make smart decisions in opening up the streets. In some cases, he said the roads were built so widely that they seemed to encourage motorists speed. He agreed it was an important area to balance.

Commissioner Lott pointed out some of these projects had been on the budget lists forever, even before green infrastructure and complete streets designs weren’t even on the radar. Mass transit companies were being included now, as well, so he said it was interesting to look at the scale of the projects in light of these new design elements.

Mr. Stoffer stated there should be more budget information to bring to the next meeting, as well.

**ITEM No. 3:** DISCUSSION of Transportation Commission WORK ITEMS:

A. REVIEW and DISCUSSION of UPDATED DRAFT MATRIX for Complete Streets PROJECT CHECKLIST;

Mr. Stoffer distributed a handout of the Matrix for Complete Streets Project Checklist, which he had revised from comments at the previous meeting. He said he also revised it to include the proposed Unified Development Code.
Regarding #M on the Checklist, “Review the Downtown Streetscape Master Plan,” Commissioner McNamara requested that Mr. Stoffer check to see whether the recommendations from the third public meeting concerning the Plan were available for distribution to the commission.

B. REVIEW and DISCUSSION of UPDATED DRAFT PERFORMANCE MEASURES for Complete Streets.

Mr. Stoffer distributed a handout of the Draft Performance Measures chart, which he had revised from comments at the previous meeting. He said it still needed review and additions. He noted one of the questions concerned CityLink’s involvement in tracking ADA-compliant bus stops for the Complete Streets checklist. For the most part, except where one would be upgraded as a result of a City project, he said construction of ADA-compliant bus stops was out of the control of the City of Peoria.

CityLink Planning Administrator Joe Alexander presented data regarding bus stops to the commission. He said CityLink had a total of 1,700 stops, although that could include a rider’s favorite corner, where if they waved their hand, the bus would stop for them. He noted there were 760 designated stops with posted signs, 157 bus benches, and 60 shelters were in place—about 98% of which were ADA accessible.

Within the next 30 to 45 days, Mr. Alexander said CityLink planned to add their bus stop schedules and locations to Google Transit, a mapping app. Also, he said they were working City staff to install signs at all designated stops, to increase efficiency and reduce travel and wait times. Lastly, he mentioned the continuation of their shelter project, which provided amenities at the highest travel stops. He noted bus shelters were a great enhancement, especially for the disabled, but vandalism of the new shelters had slowed the progress and created a frustrating challenge for CityLink staff.

In discussion with Mr. Stoffer, Mr. Alexander confirmed concrete pads were necessary in order to make the bus stops ADA accessible. At some of the stops, he said, it was not possible to do that, because of limited space within the right-of-way.

As a result of further discussion, the Commission concurred to request that CityLink set an annual goal to complete the transition of 10 bus stops to meet ADA compliance. Mr. Alexander said he would take that recommendation to his executive board for strategic planning on an annual basis to improve those bus stops when funds were available.

Commissioner Goitein left the meeting at 4:45 p.m.

The commission expressed their appreciation for Mr. Alexander’s information and efforts.

UNFINISHED BUSINESS

None.

NEW BUSINESS

SMART GROWTH AMERICA – FREE TECHNICAL ASSISTANCE WORKSHOPS

On behalf of i-Team Coordinator Anthony Corso, Mr. Stoffer distributed information regarding an opportunity to apply for free technical assistance workshops on Complete Streets activities through Smart Growth America.

Commissioner McNamara expressed his support for staff to submit an application for the assistance, as he said it supported the educational component of Peoria’s Complete Streets plan.

Mr. Stoffer stated he would prepare and submit an application before the October 6th deadline.
PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, October 18, 2016 at 3:00 p.m.

Adjournment

There being no further discussion, the Transportation Commission meeting adjourned at 4:54 p.m.

Chairman Joe Hudson
Nick Stoffer, Traffic Engineer

rmb
Dear Commissioners,

Good afternoon to all of you. I write to you today to request the addition of stop signs for north and southbound traffic on Cooper Street at Ayres Ave. in the Moss Bradley (MB) neighborhood. The addition of these stop signs will make the intersection a 4-way stop. This current request was originally intended to be included in the original request, submitted in 2014, for additional stop signs in the MB neighborhood. That request was approved by the Transportation Commission. The omission of the stop signs at Cooper and Ayres was an oversight.

Our rationale then, as it is now, is to moderate the flow of traffic in this densely populated neighborhood. In addition to the families that live in the neighborhood, it is also home to students from Bradley University and Whittier School. As a neighborhood, we continue to promote the area as a "walkable neighborhood" and strive to make it as safe for all pedestrians as possible. Our efforts in the past have been to reduce speeding through the neighborhood on side streets through traffic calming devices and the conversion of 2-way stops to 4-way stops. This request is to reduce the long stretch on Cooper St where people continue to speed.

As a side note, if this request is approved, the Moss Bradley Residential Association will install ornamental stop signs posts as it has done along Moss Ave and throughout the inner neighborhood of the MB area.

I thank you in advance for your consideration of this request.

 Regards,

Brian Buralli
President
Moss Bradley Residential Association
August 24, 2016

City of Peoria – Public Works Department
Attn: Scott Reeise, City Engineer
Lester D. Bergsten Public Works Facility
3505 N. Dries Lane
Peoria, IL 61604-1210

RE: Four Points by Sheraton Downtown Peoria Renovation

Dear Mr. Reeise,

On behalf of Hawkeye Hotels, owner of the Four Points by Sheraton in downtown Peoria, and the Samuels Group, the construction manager for the renovation of the Four Points by Sheraton in downtown Peoria, Dewberry is requesting the permission to remove 3 on-street metered parallel parking spaces located along the northwest bound lanes of Hamilton Boulevard. The parking spaces will need to be removed to allow of the new hotel drop-off drive to exit onto Hamilton Boulevard in this location. Attached is a plan showing the location of the parking spaces that are to be removed.

Thank you for your consideration in this matter. Should any questions or concerns arise, please do not hesitate to contact our office at your convenience.

Sincerely,

Dewberry Architects Inc.

Adam Keyster, P.E.
Civil Engineer

ATCH: C-1 – Hamilton Boulevard Parking Removal
CC: Chase Miller – Dewberry Architects Inc.
    Samuels Group
    Hawkeye Hotels
## Cycle 12
### 2016 Approved ITEP Projects

33 Projects = $30,679,850*

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<td>941006</td>
<td>City of Eldorado</td>
<td>Eldorado - Rt 45 and Rt 142 Pedestrian Access</td>
<td>$274,080</td>
</tr>
<tr>
<td>941007</td>
<td>City of Carbondale</td>
<td>Carbondale - Northwest Pedestrian and Bicycle Path</td>
<td>$708,940</td>
</tr>
</tbody>
</table>

*The committed dollar amounts may change, pending a more detailed project review to determine any costs ineligible for federal reimbursement such as contingency fees, routine maintenance, road work, etc.

$30,679,850