Agenda

- Introductions
- Project Background and Purpose
- Transit Zone Components
- Site Identification Concepts
- Open Discussion
Project Purpose

To determine the feasibility of a transit transfer zone in the vicinity of the Northwoods Mall commercial area

- Safety for Transfers
- Passenger Amenities
- CityLink Efficiency
- Ability to Grow for Future
- Identified in Operations & Transportation Plans
Project Purpose

Four Step Process
- Determine Requirements
- Identify Locations and Select Preferred Site
- Develop Site and Operations Plan
- Final Report

Project is at Phase 1

North Side Transfer Zone: Public Open House 1
April 16, 2014
Project Purpose

Phase 1
Existing Conditions, Goals & Objectives, Programming

- Collect Data
- Define Functional Values
- Assess Physical Needs

Is a Transit Center Needed?

Phase 2
Site Identification & Selection

YES

Develop Mall Site Improvement Plan

NO
Northwoods Mall area is a focal point for CityLink service

- 6 routes operate to the mall area
- All previously met and transferred at a common point at the mall entrance
- Per mall ownership request, only 2 routes remain at the common transfer point
Project Background

Northwoods Mall Area Constraints

- Difficult transfers, especially for those with disabilities
- Little to no ability to provide waiting amenities
- Sterling Avenue crossing from bus stop to mall area creates safety concerns
- No sidewalk connectivity to mall

#3 Parkview does not enter into the Northwoods Mall property but will allow passengers to leave or board on Sterling & James Bauman Way (James Bauman Way is the cross street of Sterling Avenue with entry into Westlake Shopping Center and Northwoods Mall.) It is recommended that passengers not cross the busy four-lanes of Sterling Avenue at this location but instead first go to the Transit Center and take one of two buses which enter Northwoods Mall #14 Wisconsin or #16 Northwest Express directly. For additional information see p. 45.
Ability to Serve Growing North Side

- Current routes out of downtown at “limit” of extension to north side
- Growth has been in a low density / sprawling pattern
- Future route restructuring to serve the north side could use an “anchor” for transfers north of downtown to improve service coverage and frequency of buses
Project Background

Future Land Use

- Light Industrial / Commercial
- Separated by Low Density and County Residential

Image from City of Peoria 2010 Comprehensive Plan
Department of Planning and Growth Management
Project Goals: CityLink Operations

GOAL 1: Provide a location to transfer the routes that serve the north side of Peoria that converge in the Northwoods Mall area.

GOAL 2: Minimize additional operating costs by locating the transfer center as close as feasible to existing routing.

GOAL 3: Allow for route expansion to allow for the potential to add in circulator or north-only routes for improved service coverage and headways.

GOAL 4: Accommodate operator and supervisor facilities in a convenient manner that minimizes time away from the bus and promotes visual surveillance.
Project Goals: Customer Service

GOAL 5: Provide ADA accessible and safe boarding areas for transfer between buses that minimizes travel between boarding points.

GOAL 6: Provide for secure and sheltered passenger waiting with information and emergency communications.

GOAL 7: Allow for pedestrian and bicycle connections from the site to adjoining uses that may be destinations for passengers.

GOAL 8: Consider a small park-n-ride lot for commuting passengers if the available property is available.
GOAL 9: Incorporate operational and maintenance sustainability within the facility to minimize the annual cost to CityLink.
Project Background and Goals: Discussion

- How do you feel about the existing transit service around the mall area?
- What do you see as the needs for transit in the future at Northwoods Mall and further north?
- What do you think should be the important goals of a new transfer center?
## Transfer Zone Components

<table>
<thead>
<tr>
<th>Site</th>
<th>Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Bays / Boarding Platforms</td>
<td>Waiting Area</td>
</tr>
<tr>
<td>Patron Parking (Optional)</td>
<td>Customer Service / Security Office (Optional)</td>
</tr>
<tr>
<td>Street Access / Internal Driveways</td>
<td>Public Toilets (Optional)</td>
</tr>
<tr>
<td>Operations Parking</td>
<td>Operator Toilet Room</td>
</tr>
<tr>
<td>Landscaping / Fences</td>
<td>Electrical / Communications Room</td>
</tr>
<tr>
<td></td>
<td>Mechanical Room / Janitor’s Closet</td>
</tr>
</tbody>
</table>
Site Components

- Bus Bays
  - 8 sawtooth bays
  - CityLink buses
  - Other services

- Boarding Platforms
  - Covered
  - Benches, trash cans
  - Information kiosks
  - Bike racks

- Patron Parking (Optional)
  - Special events depending on space
Transfer Zone Components

Site Components

Access
- On / off adjacent roadways
- Within site for bus / car movements

Operations Parking
- Dedicated parking for supervisors or maintenance

Landscaping / Fence
- Buffers for safety and visual screening
Transfer Zone Components

**Building Components: Public Space**

- **Patron Waiting**
  - Can be sheltered or interior space
  - Benches
  - Information kiosks / boards

- **Customer Service (Optional)**
  - Booth for customer service and security officer
  - Required in interior patron waiting

- **Public Toilet Rooms (Optional)**
Transfer Zone Components

**Building Components:**

**Employee Space**

- Operator Toilet Room
  - Single stall for bus operator use
- Electrical / Communications
- Mechanical / Janitor’s Closet

*Wausau, WI Transit Center*
Transfer Zone Components

**Building: Minimum**

- Supports basic needs for passenger shelter and operations
- May be the first phase of the project

*COTA High Street Turnaround*
**Transfer Zone Components**

**Building: Enhanced**

- Offers more passenger amenities
- May be built as a second phase

1,600 – 2,000 Square Feet

Danville Transit Zone
Transfer Zone Components

Building: Alternate Layouts

Diagram showing various sections labeled as Waiting, Private Toilet, Electric/Comm., Public Toilet, Customer Service, Mechanical, and Electric/Communication.
Transfer Zone Components: Discussion

- What do you think should be included for passenger amenities?
  - Interior waiting versus sheltered waiting
  - Customer service

- How do you feel about parking for the option to park and ride downtown for events?

- How do you see the landscaping and overall design fitting in with the area?
Next Phase: Where should the facility be located?

Selection Criteria:

- Community Goals
- Operational Needs & Safety
- Site Access & Connectivity
- Size & Shape of Site
- Site Availability & Costs
- Environmental Considerations

<table>
<thead>
<tr>
<th>Site</th>
<th>Location Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Size and Shape</td>
</tr>
<tr>
<td>Site 1</td>
<td>East Texas Avenue Site, Across from present OATS Headquarters Facility</td>
</tr>
<tr>
<td>Site 2</td>
<td>Lamone Industrial Park: U.S. 63 and Route AC</td>
</tr>
<tr>
<td>Site 3</td>
<td>Horizons West Industrial Park: I-70 &amp; UU Highway</td>
</tr>
<tr>
<td>Site 4</td>
<td>Bluff Ridge: U.S. 63 and Route 740</td>
</tr>
</tbody>
</table>

Legend:
- ![Diagram](#) Option does not address criteria
- ![Diagram](#) Medium option
- ![Diagram](#) Option best meets criteria
Site Identification Concepts: Discussion

- What do you think makes a good location for the transfer zone?
- If land availability was no issue, where would you put the transfer zone?
Next Steps:

- Work with CityLink and steering committee to identify and preliminarily rank site options
- Come back to you for discussion of the site options

Other thoughts, ideas, concerns:
Share them!
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http://ridecitylink.org/northside