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

Project is at Phase 2
Project Background

Northwoods Mall area is a focal point for CityLink service

- 6 routes operate to the Mall area
- Need to have a second transfer point for efficient bus operations
- Want to improve passenger safety and provide passenger amenities
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.

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.
**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

COTA High Street Turnaround
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
Passenger Survey

Reasons for Riding

- No Car/ Don't Drive: 64%
- Environmental: 16%
- Save Money: 16%
- Avoid Traffic: 4%

No Car/ Don't Drive
Environmental
Save money
Avoid traffic
Passenger Survey

Trip Purpose

- Shopping 63%
- Work 16%
- Medical 16%
- School 3%

Trip Purpose Breakdown:
- Work: 16%
- School: 5%
- Shopping: 63%
- Medical: 16%
Passenger Survey

Transfer Site Priorities

- Ease of Connecting Routes: 41%
- Public Restrooms: 15%
- Waiting Areas: 29%
- Biking - Walking Linkages: 9%
- Safety & Security: 6%
Evaluated Sites

15 sites reviewed:

- Site 1: Corner of University /War Memorial
- Site 2: University Plaza Our Parcel
- Site 3: Goodwill Parking Lot
- Site 4: Old Firestone building
- Site 5: State Farm Building
- Site 6: ICC Campus
- Site 7: Former Pizza Hut
- Site 8: Pioneer Park/University Area
- Site 9: Brandywine Drive Retail
- Site 10: 1620 War Memorial
- Site 11: 812 Glen Avenue
- Site 12: Allen Road
- Site 13: 1720 War Memorial
- Site 14: Former Bowling Alley
- Site 15: Back Lot of Shopping Center

6 sites selected to move forward
Site Selection Criteria

- Size/Shape of Parcel (1 acre minimum for full program)
- Access Conditions
- Environmental Concerns
- Transit System Connectivity
- Land Use Context
- Available Destinations
- Multimodal Connectivity
- Anticipated Land Cost
- Anticipated Development Cost
- Availability
# Summary of Site Ranking

<table>
<thead>
<tr>
<th>Site</th>
<th>Size / Shape</th>
<th>Access</th>
<th>Environmental Concerns</th>
<th>Transit System Connectivity</th>
<th>Land Use Context</th>
<th>Available Destinations</th>
<th>Multimodal Connectivity</th>
<th>Anticipated Land Cost</th>
<th>Anticipated Development Cost</th>
<th>Availability</th>
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- ● High (3 points)
- ○ Medium (2 points)
- ◆ Low (1 points)

*If there is a criteria considered to be “fatal” 0 points are assumed
SITE 2: University Plaza Out Parcel
Commercial property that is an available out parcel in front of University Plaza shopping center. It is currently surface parking. Reduced program (6 bays) due to site constraints.

SITE 3: Goodwill Parking Lot
Commercial property that is currently a parking lot south of the Goodwill retail store.
SITE 5: State Farm Building
An available parcel that was formerly the State Farm office building and insurance inspection center. It has a large building on site.

SITE 7: Former Pizza Hut
An outlet that was formerly a Pizza Hut near the intersection of Sterling and War Memorial. Reduced program (6 bays) due to site constraints.
SITE 13: 1720 War Memorial  
An available parcel within 1 mile of the mall. It is marketed as ready for development.

SITE 14: Former Bowling Alley  
An available parcel southwest of the Mall. A former bowling alley building is on property and will need to be removed.
SITE 1: Corner of University / War Memorial
Commercial property that has had the previous buildings removed to be prepared for redevelopment. It is on a highly visible corner at the intersection of two major streets. Total size is large and unknown if there is the ability to subdivide. Acquisition cost would be significant.

SITE 4: Old Firestone Building
A portion of the Northwoods Mall that is an out building formerly being used by Firestone. It has been identified in previous discussions as a prime location for the Transfer Zone. The property is not for sale for transit purposes.

SITE 6: ICC Campus
On site of the Illinois Central College (ICC) North campus. ICC is not interested in having the Transfer Zone on their campus.
OTHER EVALUATED SITES

SITE 8: Pioneer Park / University Area
A parcel available at the Pioneer Park area of the appropriate size and shape that is nearby to University Avenue. The parcel is too far from Northwoods Mall and would have operating cost impacts.

SITE 9: Brandywine Drive Retail
An available parcel that is behind the mall on War Memorial Drive. It is the closest available parcel to the Northwoods Mall former transfer area. It has a viable commercial building on the property. Acquisition cost would be significant.

SITE 10: 1620 War Memorial
An available parcel within 1 mile of the mall. It is marketed as ready for development. Acquisition cost would be significant.
SITE 11: 812 Glen Avenue
An available parcel within 1.5 miles of the mall. It is marketed as ready for development. The parcel is oddly shaped and the location would have operating cost impacts.

SITE 12: Allen Road
An available parcel within 1.5 miles of the mall. It is marketed as ready for development. The parcel across Allen Road is also available at less cost; however, the topography is limiting for use as a Transfer Zone. The site is not proximate to many destinations and acquisition costs would be significant.

SITE 15: Back Lot of Shopping Center
An available parcel within 1.2 miles of the mall. It is on the far end of a shopping center that contains Target/Lowes/Pet Smart/Best Buy. Due to its location at the back of the shopping center, it is difficult to access.
Site Evaluation Discussion

What do you feel are the pros and cons for the six selected sites?

Which sites should be carried forward?
Next Steps:

- Identify a Preferred Site
- Prepare a Conceptual Design that Identifies:
  - Building footprint and preliminary space layout
  - Bus area with amenities
  - Site amenities
  - Landscape buffer
- Identify Any Bus Operational Changes
- Prepare Capital and Operating Costs
- Hold 3rd Public Open House

Other thoughts, ideas, concerns?
Share them!
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