

Station Location Identification Study



TABLE OF CONTENTS

3	OVERVIEW OF PROJECT
5	PLANNING PROCESS
6	DATA COLLECTION
12	PUBLIC INVOLVEMENT
13	MORRIS
14	Data Collection
16	Site Visit
18	Evaluation
25	Public Involvement
26	Report
29	OTTAWA
30	Data Collection
32	Site Visit
34	Evaluation
42	Public Involvement
43	Report
46	UTICA
47	Data Collection
49	Site Visit
51	Evaluation
56	Public Involvement
57	Report
59	LaSALLE/PERU
60	Data Collection
63	Site Visit
65	Evaluation
73	Public Involvement
74	Report
78	HENRY

PROJECT TEAM



Hanson Professional Services Inc.



SB Friedman Development Advisors, LLC



Muller & Muller, Ltd. (M2)



Images Inc.



Patrick Engineering Inc. (Patrick)

OVERVIEW

North Central Illinois Council of Governments (NCICG) is part of a coalition to make a case for passenger rail service between Peoria and Chicago. NCICG is an active participant in the project because the proposed route passes through the NCICG region (see figure).

The region has long advocated for rail connections, but the state's strained transportation funding made finding the needed dollars difficult. The Illinois legislature fully funded the transportation account in 2019, opening new opportunities. Most importantly, Congress recently approved a multi-billion increase in competitive funds for states to expand passenger rail. The proposed Peoria/Chicago corridor is working to be well positioned to compete for these funds.

In 2022, a Peoria-Chicago Passenger Rail Feasibility Study was completed. The preferred corridor can be described as the 1937-1978 former Rock Island Peoria Rocket passenger route. It will originate in downtown Peoria and will terminate at Chicago Union Station (CUS). It will connect with Amtrak's rail network via a new connection somewhere on the Metra RI district. Connecting Peoria and the NCICG region to the Amtrack system will help attract people to Central and North-Central Illinois, expand opportunities for the existing workforce, and make the area more accessible and competitive in the world economy. In the study, the communities of Morris, Ottawa, Utica and LaSalle/Peru were identified as locations for station stops.

To supplement the Feasibility Study and on-gong rail project, NCICG applied for and received Illinois Department of Transportation SPR funds to evaluate station opportunities in Morris, Ottawa, Utica and LaSalle/Peru. NCICG hired Hanson Professional Services Inc. (Hanson) with SB Friedman Development Advisors (SB Friedman) , LLC; Muller & Muller, Ltd. (M2); Images Inc. (Images); and Patrick Engineering Inc. (Patrick) to complete the planning study.



OVERVIEW

This study analyzes passenger rail stop locations in Morris, Ottawa, Utica, and LaSalle/Peru. Several locations were identified in each community. The locations were compared based on how well the location met the following criteria:

- * Rail Station fit per Amtrak guidelines
- * TOD Potential
- * Multimodal hub potential
- * Parking capacity

The project scope included several elements.

- Analysis and recommendation of appropriate train depot sites in communities identified for stops in the NCICG area. This included identification of available alternatives by the communities.
- Site visits to review the identified sites. Hanson and M2 reviewed the multimodal potential, pedestrian connectivity, and parking opportunities.
- Patrick determined how well the sites met the Amtrak guidelines.
- The sites selected to move forward were analyzed and illustrated to show a possible layout of proposed services near each facility.
- Hanson met with North Central Area Transit (NCAT) and Grundy Transit System (GTS) to discuss how public transportation currently operates and how it could interact with the prospective train stop/depot sites in the future.
- SB Friedman conducted an Economic Impact Analysis to determine both economic and community development impacts around the perspective station locations. This analysis also determines transit-based development opportunities that could be supported by the proposed site (such as retail/commercial, entertainment, placemaking or other active ground floor uses).
- Images led the public engagement. A series of public meetings were held to present the findings of the Station Location Identification Study. Each event included staff from NCICG and the consultant team. The purpose of the meetings was to gather feedback on the proposed options for station locations. All comments with contact information were responded to. A total of one hundred three people attended the public meetings. These events received strong coverage before the meetings and news stories after the meetings.
- Identify a potential location for a future station in Henry.

Because further study is required, multiple sites are shown for each location.

The end goal of the project is to connect the Peoria Region, via north central Illinois, to Chicago, and points beyond with passenger rail service. The passenger rail is intended to compete with driving for both business and leisure trips. Using the corridor to connect Peoria, and North-Central Illinois, to the Amtrak system will help attract a new diverse workforce to North-Central Illinois, expand opportunities for the existing workforce, and make the area more accessible and competitive in the global economy.

PROCESS

The purpose of the study is to identify potential station location sites in Morris, Ottawa, Utica and LaSalle/Peru for a future passenger rail service from Peoria to Chicago. First data was collected. Then a site visit was conducted to evaluate possible locations. Sites were evaluated for appropriateness. Public meetings were held in each community. Finally, the findings were summarized in this report.

DATA COLLECTION



The project team met with each community to discuss potential station locations and development opportunities. Existing and proposed bike/walking paths were reviewed for connectivity. Criteria for rail at station locations was gathered. Transit Oriented Development (TOD) and economic opportunities were reviewed. Meeting were also held with NCAT and GCT to discuss existing transit routes and future opportunities.

SITE VISIT



The team visited the potential sites to evaluate the areas for appropriateness based on location, connectivity to downtown, and development opportunities. Based on the site visit, several of the reviewed sites were dropped from consideration.

EVALUATION



Station locations were narrowed down for each location. Locations were evaluated on how well Amtrak Guidelines were met; Multi-modal hub potential; Transit-Oriented Development (TOD) potential; parking availability; Potential site challenges; and Cost.

PUBLIC MEETINGS



A series of public meetings were held in each community to present the findings and collect feedback. A complete summary of the public engagement process is provided in a separate document.

REPORT PREPARATION



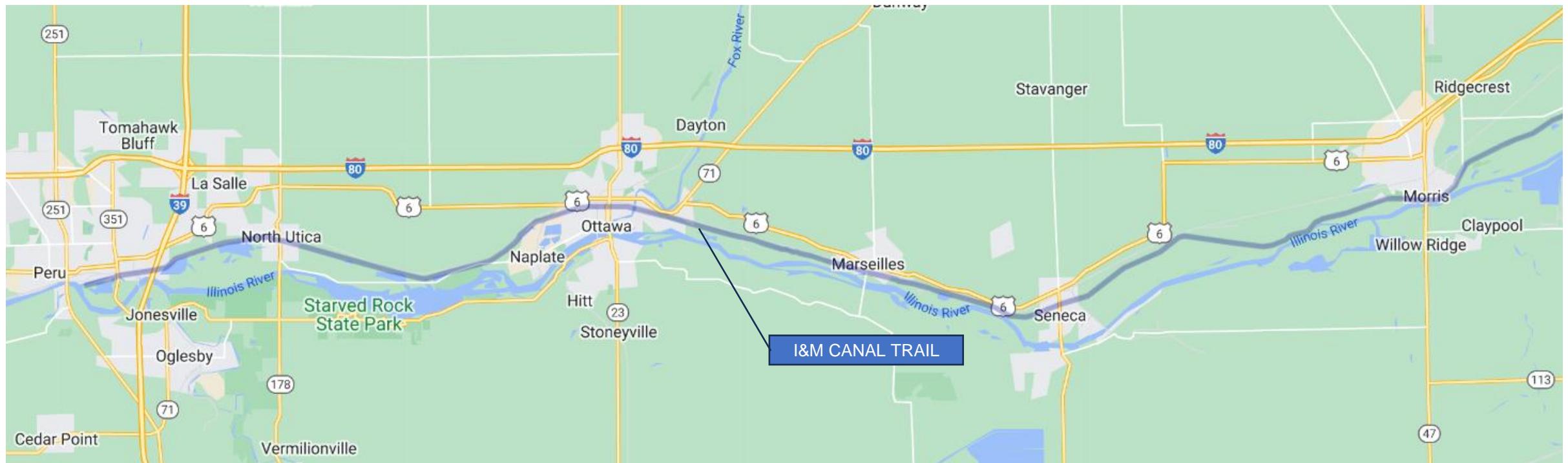
A report was prepared to document the study process and provide recommendations for passenger rail station locations to be considered further as the project moves through the corridor development process. Information on Economic Development Opportunity Sites and Implementation Strategies are provided in a separate document.



DATA COLLECTION

Bike Connectivity

The I&M canal trail connects the communities of Morris, Ottawa, Utica and LaSalle.





RAIL REQUIREMENTS

Amtrak guidelines note that the preferred option is to have a high-level platform at station locations for operational efficiency. Amtrak's standard horizontal offset for a high-level (48-inch ATR) platform is 5'7". To accommodate a high-level platform on a freight line, a gauntlet is required for the freight traffic to meet the horizontal clearance of 8-feet per Illinois State Statute and operate through the platform location. A gauntlet is a second pair of rails on longer ties to provide the horizontal clearance required.

A low-level platform may be considered where track configuration, at-grade crossings, and existing turnouts do not allow a gauntlet. Additional ADA accommodations will need to be provided and the use of a low-level platform may impact the ability to load/unload passengers relatively quickly. More scheduled buffer time for stops at locations with a low-level platform will be required.

Guidelines require 100-feet of buffer be provided between the grade crossing and the end of the platform for signaling. The proposed platform length will be 600-feet.



High-level Platform



Rail Gauntlet

TYPICAL STATION

MINIMUM STATION ELEMENTS AND PASSENGER AMENITIES TO BE PROVIDED

1. BOARDING PLATFORM
2. PASSENGER WAITING SHELTER
3. DAILY AND OVERNIGHT PARKING
4. BICYCLE PARKING
5. PASSENGER DROP-OFF LANE
6. SIGNAGE AND WAYFINDING
7. PASSENGER INFORMATION DISPLAYS
8. PLATFORM, SITE, AND WAITING AREA LIGHTING
9. SAFETY FENCING
10. LANDSCAPING
11. PEDESTRIAN CONNECTIONS
12. CONNECTIONS TO LOCAL BIKE NETWORKS

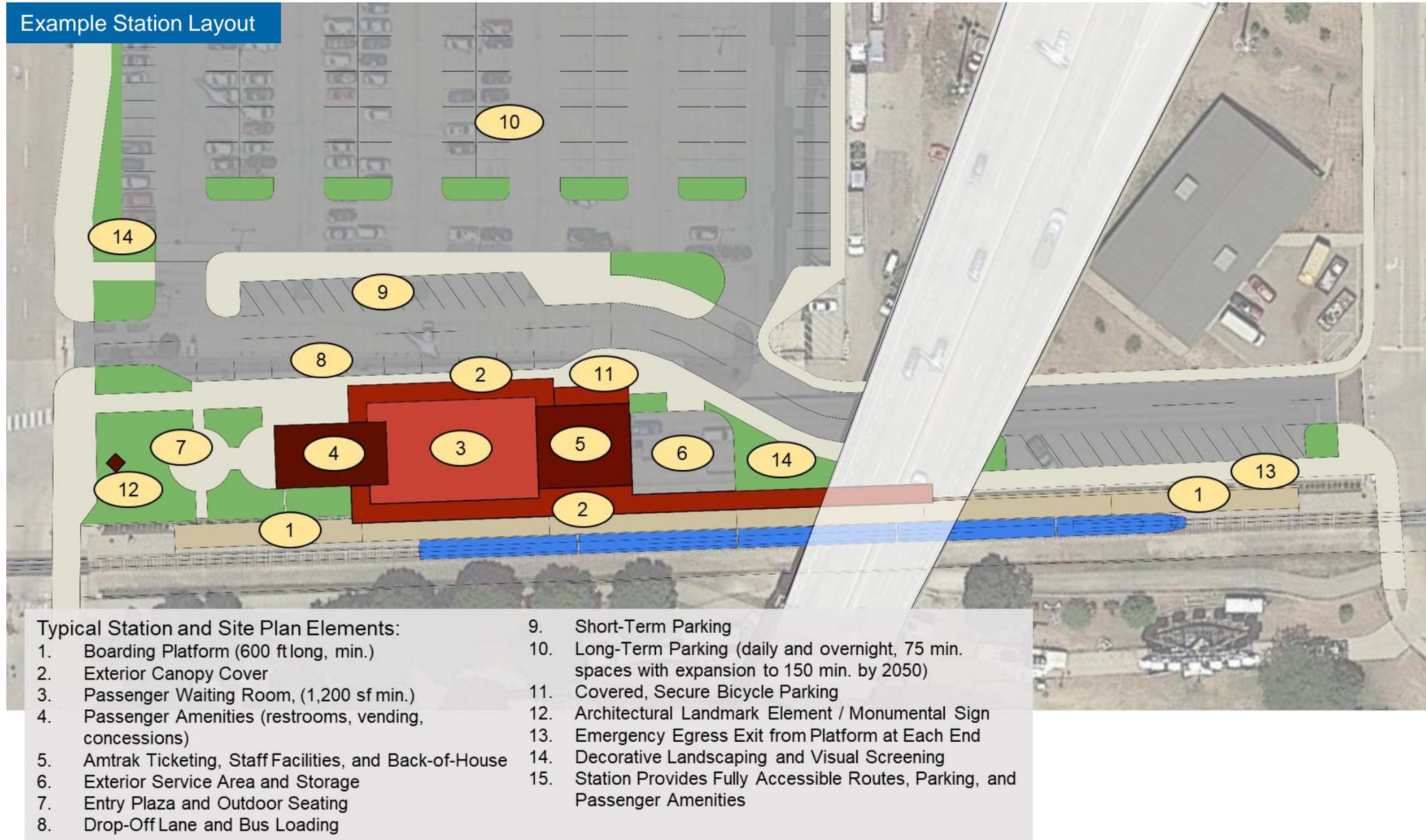


EXAMPLE STATION IMAGES

Note: All station facilities and amenities will be fully Accessible. A detailed program of station amenities will be further developed in future phases of design.



DATA COLLECTION





DATA COLLECTION

Improving rail connections along the Chicago-Peoria Corridor can play a central role in supporting Transit Oriented Development (TOD) and provide greater connections to jobs and economic opportunities along the proposed route. The station sites under consideration in Morris, Ottawa, Utica and LaSalle/Peru are well positioned within or near their respective downtown areas to support existing planned development projects, stimulate additional development and improve resident access to jobs, recreation, and educational opportunities. In turn, businesses around the station sites and within the downtown areas will have increased access to employees, suppliers, and customers along the transit corridor.

Transit Oriented Development (TOD) Opportunity and Economic Opportunity

The proposed rail stations are anticipated to bring more people and vibrancy to their respective downtowns, attract future multifamily, support tourism and retail investment and create a more mixed-use environment. The downtown areas along the route offer opportunities to increase density through reutilization of existing building stock. Many of the communities already offer incentives, or are seeking additional funding sources, to rehabilitate vacant or underutilized second story spaces into multifamily rental housing.



Downtowns throughout the Corridor have many unique retail options that attract patrons from beyond city limits, including a large wedding venue with flower shop in La Salle and True North—a 10,000 square foot vintage shop—located in Morris. Despite the impacts of COVID-19, the downtown areas along the proposed route have proven to be resilient, adapting to new market demands (i.e., outdoor dining and online ordering) and maintaining low vacancy rates of existing retail space. Additional foot traffic downtown, driven by the proposed stations and future multifamily investment, could benefit existing and future retailers in the greater downtown areas of the respective communities.



DATA COLLECTION

Implementation Strategies

To capitalize on the development potential of the proposed passenger rail service, communities along the corridor can utilize a combination of implementation tools to achieve desired outcomes. Through interviews, field analysis and market research, SB Friedman identified multiple strategies that could be employed in all or most of the communities that will receive a new station site.

In order to achieve desired transit-oriented development outcomes in conjunction with the proposed station site(s), each community will likely need to provide some level of assistance to ensure the feasibility of redevelopment projects. There are five core types of implementation strategies covered in the report:



- **Planning:** conducting planning processes such as comprehensive plan updates, station area master planning and parking needs assessments.
- **Public Improvements:** investing in public infrastructure and capital improvements such as streetscaping/sidewalk enhancements, bike/pedestrian improvements, utility upgrades/access and provision of rights-of-way.
- **Negotiation Support:** facilitating discussions with private property owners, developers and/or tenants, particularly regarding land assembly, land transfer and/or leasing.
- **Land Use Modifications:** facilitating development by proactively adjusting land use regulations to reflect long-term vision of area around station or in downtowns that will be impacted by additional foot traffic.
- **Financial Assistance:** providing public financial assistance to cover extraordinary development costs.

DATA COLLECTION

Transit Opportunities

North Central Area Transit (NCAT) operates in LaSalle County as an on-demand service. Passengers must schedule rides in advance, then NCAT creates routes each day based on passenger needs. Their current fleet consists of 30 vehicles with 20 on the road each day. Current ridership is approximately 280 rides per day for a total of 70,000 rides per year. They are currently operating at capacity and turning away rides. However, they are working to increase the number of buses and expand service. NCAT is willing to work with the communities to provide additional service in the future once passenger rail is established.

Grundy Transit System (GTS) operates in Grundy County as an on-demand service. Passengers must schedule rides in advance, then GTS creates routes each day based on passenger needs. Their current fleet consists of 10. From July 2022 to June 2023 GTS served 16,030 passengers, with 80% of the trips starting or ending in Morris. They do provide service three times a day to the train station and community college in Joliet. GTS is willing to consider a fixed base route when passenger rail is established.



PUBLIC ENGAGEMENT

The North Central Illinois Council of Governments (NCICG) held a series of public meetings to present the findings of the Station Location Identification Study. Photographs were taken at the events. Visitors were asked to sign-in and offered a newsletter upon arrival. All events were held in an open house format and featured the same displays. Each event included staff from NCICG and the consultant team to answer questions and have one-on-one discussions with participants. The purpose of the meetings was to gather feedback on the proposed options for station locations. All comments with contact information were responded to.

These events were advertised through a press release issued by NCICG, eblast to a comprehensive stakeholder list, and social media posts through NCICG and the host communities along with support from third party partners. The events received strong coverage before the meetings and news stories afterward.



MORRIS, IL

COMMUNITY INPUT

The project team met with City of Morris on February 14, 2023. Morris representatives included Mayor Chris Brown, Business Development Director Julie Wilkinson, and Director of Community Affairs Stan Krudson. They provided information about the recent development happening in Morris, potential locations for the depot, and how they thought passenger rail will benefit the community.

Downtown Morris has many amenities and development opportunities to offer.

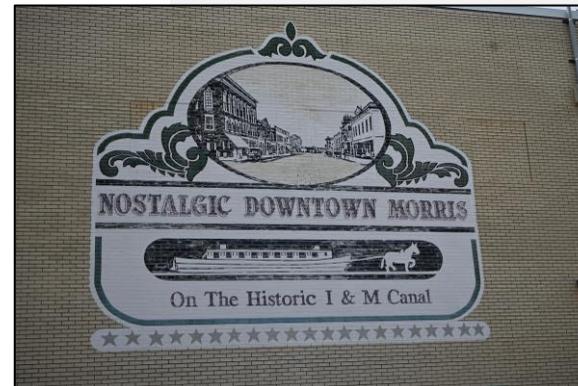
- A sixteen (16) block area in the downtown is on the Historic Register.
- An enterprise zone downtown.
- Areas rezoned to allow mixed-use
- Gold Park is a 22-acre park in the heart of the city
- Larger economic development by the airport and I-80.
- Residential development
- Growing airport
- Façade grants

The city identified some areas for a future depot.

- The old depot which currently houses the Chamber of Commerce. (Preferred location)
- The block between Wauponsee Street and Liberty Street north of the railroad.
- On the west side of town south of the railroad across from Goid Park.
- The area bordered by Armstrong Street, Grant Street and the railroad.

The city knows there will be many benefits to the return of passenger rail.

- Positive impact on tourism as a weekend destination
- Ability for workforce to live here and work in Chicago
- Upgraded rail will benefit existing and future industrial developments





BIKE CONNECTIVITY





POTENTIAL STATION LOCATIONS

Location I: On the west side of town south of the railroad across from Goold Park.
This location was too far from downtown area and the center of activity. The adjacent residential area may not like the additional activity around a station. There is little opportunity for development.

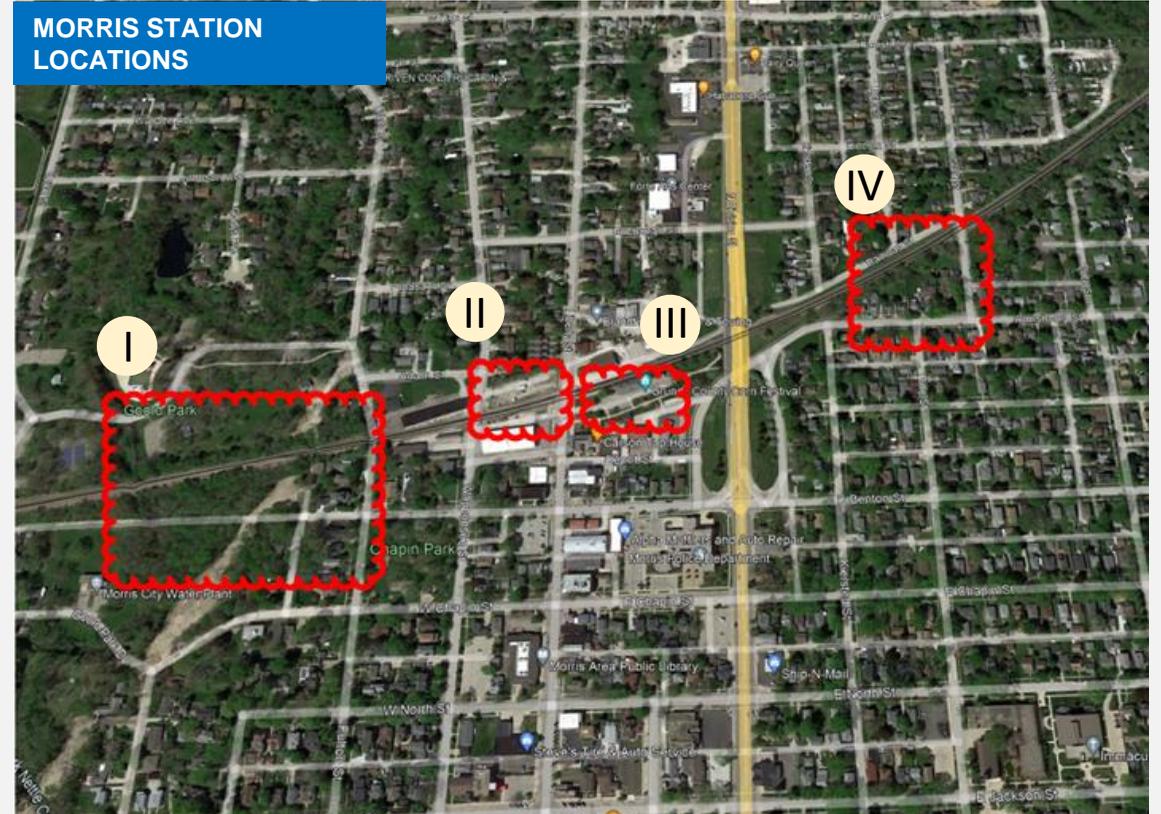
Location II: The block between Wauponsee Street and Liberty Street north of the railroad.
This is an existing vacant lot adjacent to Liberty Street, which takes you downtown. This location seem like a good area for future parking rather than the station.

Location III: The Original Depot Location which currently houses the Chamber of Commerce.
This is a good location with connectivity to downtown via Liberty Street. There are adjacent areas that could be used for parking. The area north and south of the railroad will be considered for final evaluation.

Location IV: The area bordered by Armstrong Street, Grant Street and the railroad.
This location feels isolated from downtown since it is on the east side of Division Street. This is a mostly residential area that may not fit the context for an active area. There is little opportunity for development.

Note: The rail is on a curve in through Morris.

MORRIS STATION LOCATIONS





POTENTIAL STATION LOCATIONS

Location I: across the railroad south of Gould Park



Location II: The block between Wauponsee Street and Liberty Street north of the railroad.



Location III: Old Depot location or north of the railroad across from the Old Depot.



Location IV: The area bordered by Armstrong Street, Grant Street and the railroad.





EVALUATION-MORRIS LOCATION

LOCATION DETERMINATION

After reviewing the four potential station locations, the project team determined Location III would move forward for further review. Additional evaluation was completed for two sites. The sites were labeled in no particular order.

Site 1 is the old depot location that currently houses the Chamber of Commerce.

Site 2 is across the tracks from the old station location on what is currently private property.



✓ EVALUATION-MORRIS SITE 1



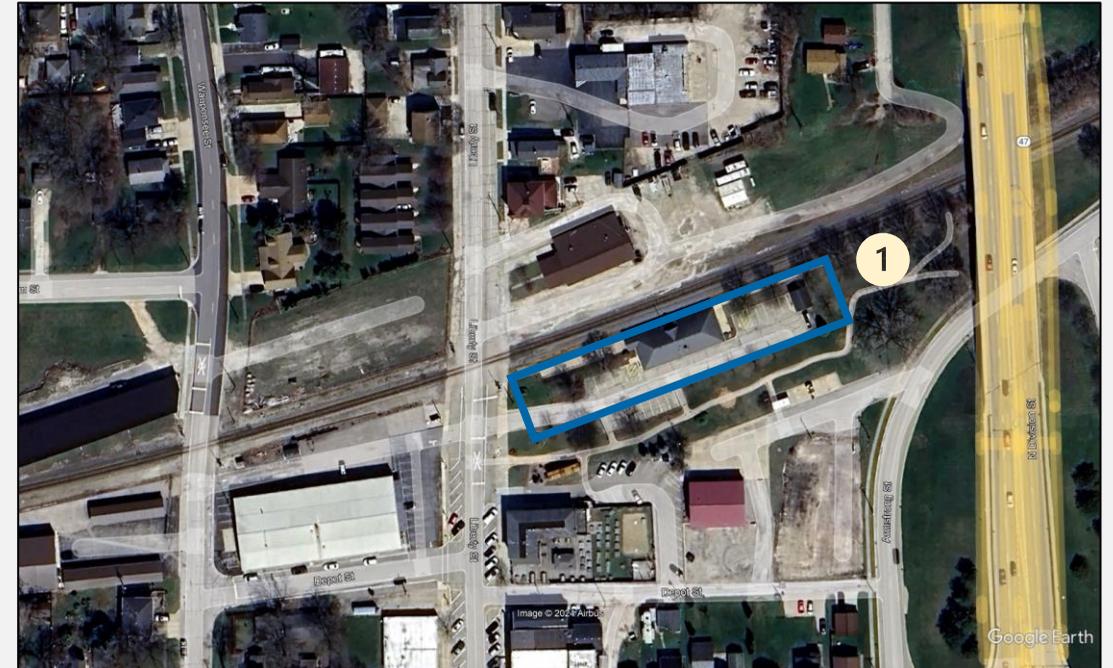
RAIL CONSIDERATIONS

Location 1 is to use the existing building and construct the platform along the south side of the CSX track. The proposed platform length will be 600-feet. The existing main is on a curve. Patrick analyzed the curve at this location, and it is 1°00' curve. Additional horizontal clearance of 1.5-inches per degree of curve will need to be provided to accommodate a high-level platform. Additionally, a gauntlet will be required to provide the horizontal clearance required for freight train operation past the high-level platform. The gauntlet switch requires a total distance of approximately 200 feet on each end of the gauntlet. To install gauntlets to provide for freight movement, the proposed gauntlets may need to be placed a minimum of 1,000-feet either side of the station due to the existing curve and geometry of road crossings and will impact the existing track to the east. Clearance will need to be checked at the bridge to ensure that there is adequate clearance between the track and bridge foundations. A potential closure of the Wauponsee Street crossing may reduce the length of the gauntlet track that will need to be constructed to accommodate the freight movement.

A low-level platform may be considered here due to the track configurations, at-grade crossing locations and existing turnouts within the vicinity of the station area. Gauntlets are not required if the platform remains at a low level. Additional ADA accommodations will need to be provided and the use of a low-level platform may impact the ability to load/unload passengers relatively quickly. More scheduled buffer time for stops at locations with a low-level platform will be required.

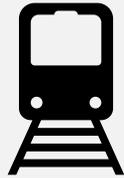
There is an adjacent at-grade road crossing at Liberty Street. For signaling purposes, this at-grade crossing requires a 100-feet of buffer between the grade crossing and the end of the platform.

Wetland inventory maps and FEMA maps were reviewed as part of the desktop review and noted no major accommodations anticipated within the vicinity of the station.





EVALUATION-MORRIS SITE 2



RAIL CONSIDERATIONS

The concept for Location 2 proposes to construct a new building and place the platform located on the north side of the CSX track. The proposed platform length will be 600-feet. For high-level platform at this location, the proposed gauntlets may require a longer gauntlet distance to be constructed than Location 1, and for this reason, Location 1 is slightly preferred if the high-level platform is to be used. However, both locations are feasible.

A low-level platform may be considered here due to the track configurations, at-grade crossing locations and existing turnouts within the vicinity of the station area. Gauntlets are not required if the platform remains at a low level. Additional ADA accommodations will need to be provided and the use of a low-level platform may impact the ability to load/unload passengers relatively quickly, needing to provide more buffer time into the stop schedule.

There is an adjacent at-grade road crossing at Liberty Street, which requires 100-feet of buffer be provided between the grade crossing and the end of the platform for signaling. Wetland inventory maps and FEMA maps were reviewed as part of the desktop review and noted no major accommodations anticipated within the vicinity of the station.





EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



The proposed station sites in Morris are at the northern edge of downtown with minimal direct visibility to the rest of downtown. Properties around the proposed station are currently occupied by a mix of uses including light industrial, standalone retail and the Morris Fire Protection District. Four opportunity areas were identified throughout the downtown area that could be catalysed and/or supported by the proposed passenger rail service, including:

A. Liberty Street Corridor: Ongoing public and private investment

The Liberty Street Corridor serves as the primary draw and economic engine of downtown. The proposed station is anticipated to support ongoing investment along this corridor by increasing traffic to and from the station. Improving the public realm, continuing to invest in existing building stock, and encouraging adaptive reuse of second story space for living area are priorities for the city.

KEY STRATEGY AREAS: Public Improvements, Land Use Modifications, Financial Assistance

B. Reuse of YMCA and Fire District Building (east side of Wauponsee Street): Near-term private reuse

Two city-owned buildings on the western edge of downtown are soon to be vacated when their current occupants—the YMCA and the Morris Fire Protection—relocate. Both buildings appear to be in good condition and their reuse is a priority. New retail and/or restaurant uses could help strengthen the western side of downtown and could build on development momentum along the nearby Liberty Street Corridor.

KEY STRATEGY AREAS: Negotiation Support, Financial Assistance



EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



C. Large Parking Lots on Southern End of Downtown: Longer-term redevelopment

There are three large parking lots located along Division Street that could be considered for redevelopment. The three lots—two large public lots (southern lot used primarily for Grundy County Courthouse employees) and one private lot owned by the Grundy County Sheriff's Department—currently detract from the continuity of downtown along Franklin Street.

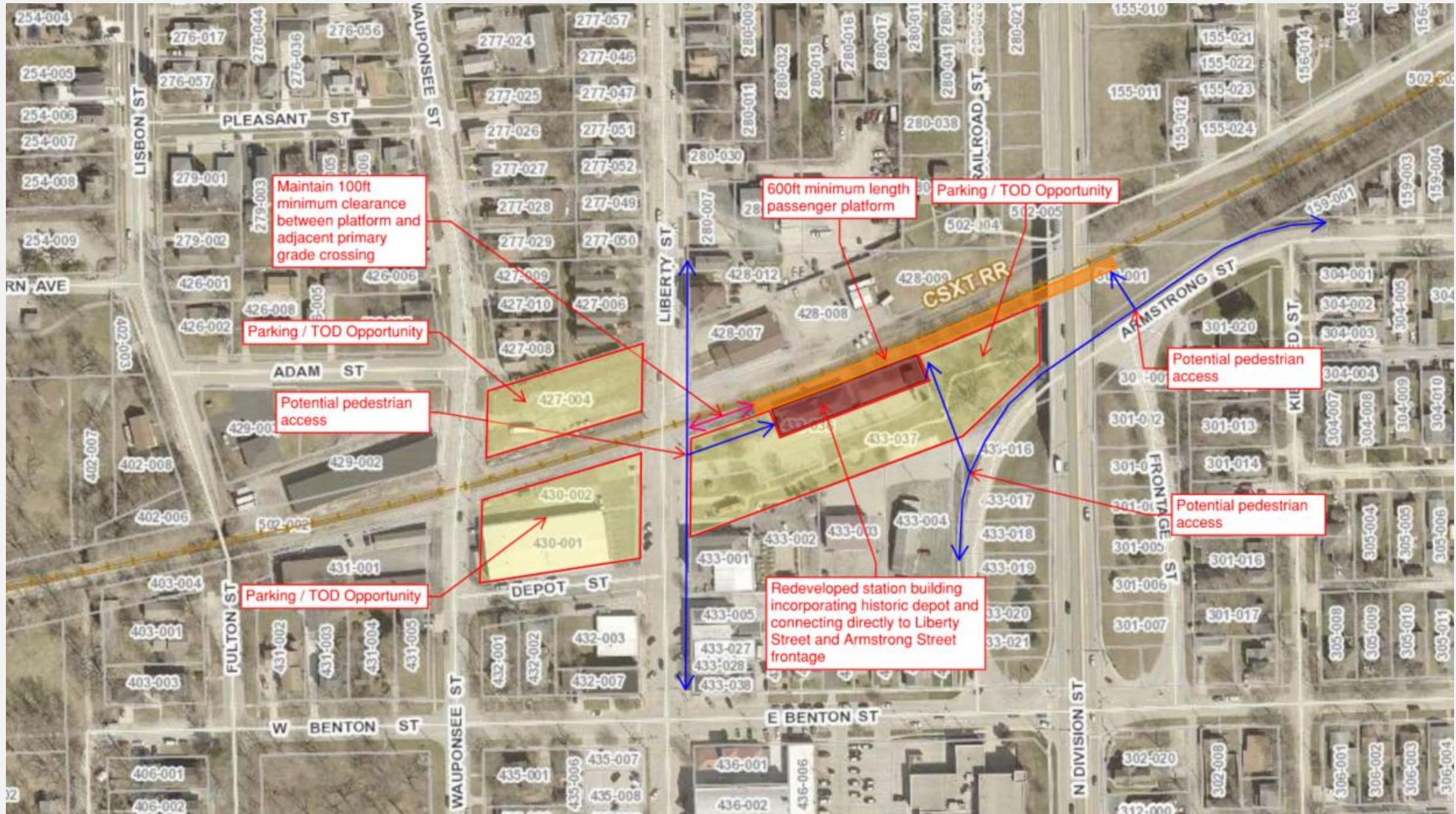
KEY STRATEGY AREAS: Planning, Public Improvements, Negotiation Support, Land Use Modifications, Financial Assistance

D. TOD Near Station Site: Longer-term public and private investment

The area surrounding the potential station sites is currently occupied by larger industrial buildings, vacant lots and a combination of unique retail and office businesses.

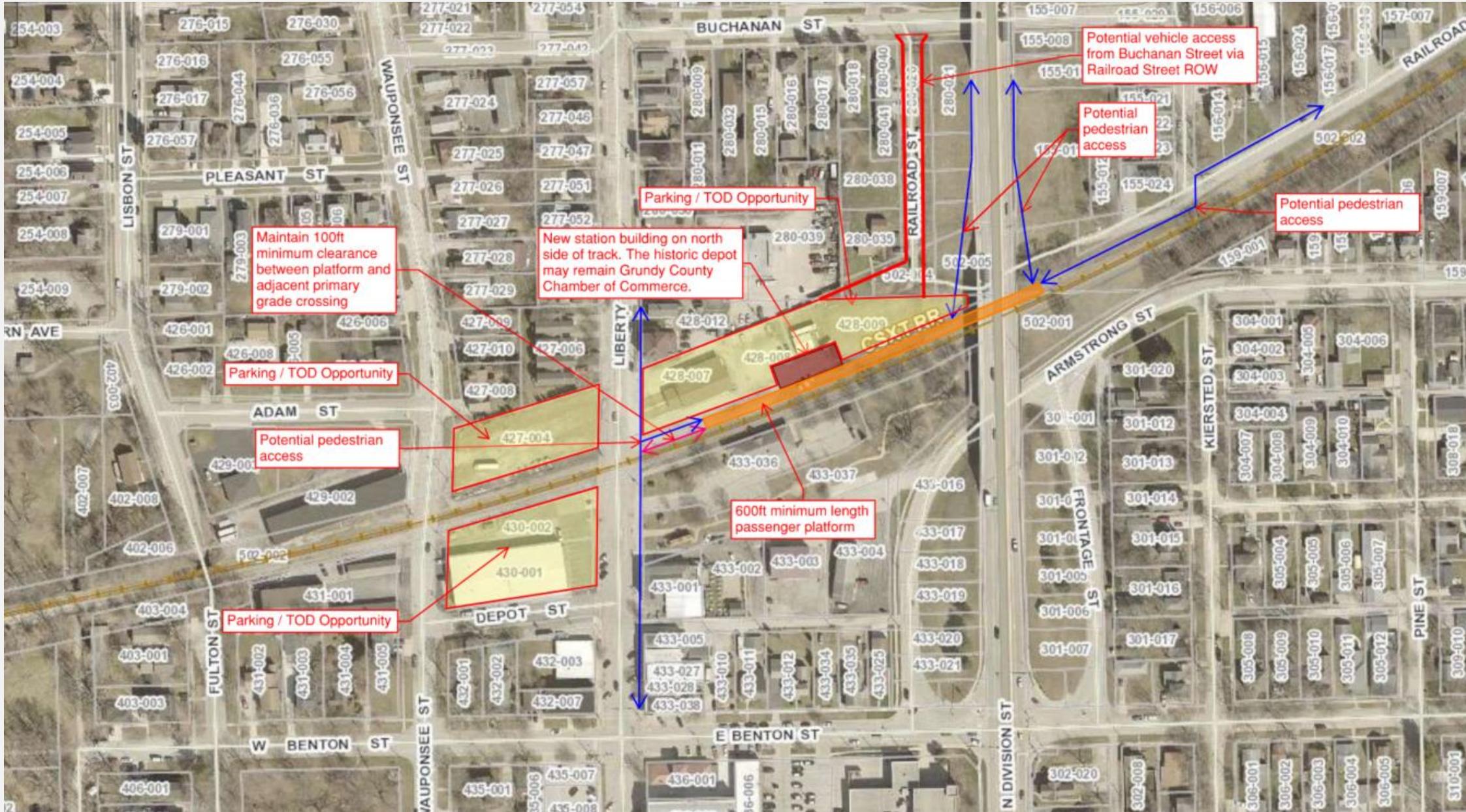
KEY STRATEGY AREAS: Planning, Negotiation Support, Land Use Modifications, Financial Assistance

✓ EVALUATION - MORRIS SITE 1





EVALUATION - MORRIS SITE 2



EVALUATION

1. **STATION SITE 1** – Historic Depot (located on the south side of the track)
2. **STATION SITE 2** – North of Historic Station (located on the north side of the track)



Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Historic Depot Site				Capacity on site for short- and long-term (passenger)		\$
Site 2 – New Station north of Historic Depot				Capacity on site for short- and long-term (passenger)	Acquisition of private property. Pedestrian must cross tracks to go downtown.	\$\$

PUBLIC ENGAGEMENT

A meeting was held at City Hall in Morris, IL on Thursday, March 7, 2024, from 4:00–6:00 PM. Twenty individuals signed-in to this event and six comment forms were submitted. A reporter from Morris Herald News attended this meeting. Attendees included representatives from City of Morris, Senator Tom Bennett, Grundy County Chamber of Commerce, GIGI, and a Morris Alderman.



SITES TO MOVE FORWARD

MORRIS

1. **STATION SITE 1** – Historic Depot (located on the south side of the track)
2. **STATION SITE 2** – North of Historic Station (located on the north side of the track)

Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Historic Depot Site				Capacity on site for short- and long-term (passenger)		\$
Site 2– New Station north of Historic Depot				Capacity on site for short- and long-term (passenger)	Acquisition of private property. Pedestrian must cross tracks to go downtown.	\$\$



OTTAWA, IL

COMMUNITY INPUT

The project team met with City of Ottawa on February 22, 2023. Ottawa representatives included Economic Development Director Dave Noble and Community Development Director Tami Koppen. They provided information about development activity, potential locations for the depot, and how they thought passenger rail would benefit the community.

Ottawa has been revitalizing downtown for the last twenty years.

- They have a vision to develop the waterfront
- New YMCA facility is open
- Starting to develop mixed-use downtown
- TIF façade grants are available

The city identified some areas for a future depot.

- The old depot which currently houses the CSXT operations
- The strip mall across the tracks from the old Depot
- On the west side of town south of the railroad north of Marquette Street.
- On the east side of town, east of the Fox River on the north side of the railroad..

The city knows there will be many benefits to the return of passenger rail.

- Positive impact on tourism as a weekend destination
- Connection to Peoria and Chicago for medical care
- Provide connectivity for employment





POTENTIAL STATION LOCATIONS

Site I & II: On the west side of town south of the railroad north of Marquette Street. These locations were too far from downtown area and the center of activity. The adjacent industrial area is not conducive to development. The rail is on a curve here.

Site III: The block between Canal Street and Clinton Street north of the railroad. This is an existing vacant lot owned by the city. However, it does not provide great connectivity to downtown. This would be a good location to potentially relocate the CSXT operations from the old Depot. The rail is straight here.

Site IV: The Original Depot Location which currently houses the CSXT operations. This is a good location with connectivity to downtown via Columbia Street. There are adjacent areas that could be used for parking. The rail is straight here. The area north and south of the railroad will be considered for final evaluation.

Site V: On the east side of town, east of the Fox River on the north side of the railroad. This location feels isolated from downtown since it is on the east side of the Fox River. While there is some housing development in the area, the potential for commercial development is lacking.





POTENTIAL STATION LOCATIONS

Location I & II: On the west side of town south of the railroad north of Marquette Street.



Location III: The block between Canal Street and Clinton Street north of the railroad.



Location IV: The old Depot or north of the railroad across from the old depot.



Location V: On the east side of town, east of the Fox River on the north side of the railroad.





EVALUATION – OTTAWA LOCATION

LOCATION DETERMINATION

After reviewing the five potential station locations, the project team determined Location IV would move forward for further review. Additional evaluation was completed for two sites. The sites were labeled in no particular order.

Site 1 is the historic depot location that currently houses CSX Operations.

Site 2 is across the tracks from the historic depot location on what is currently a strip mall.





EVALUATION – OTTAWA SITE 1

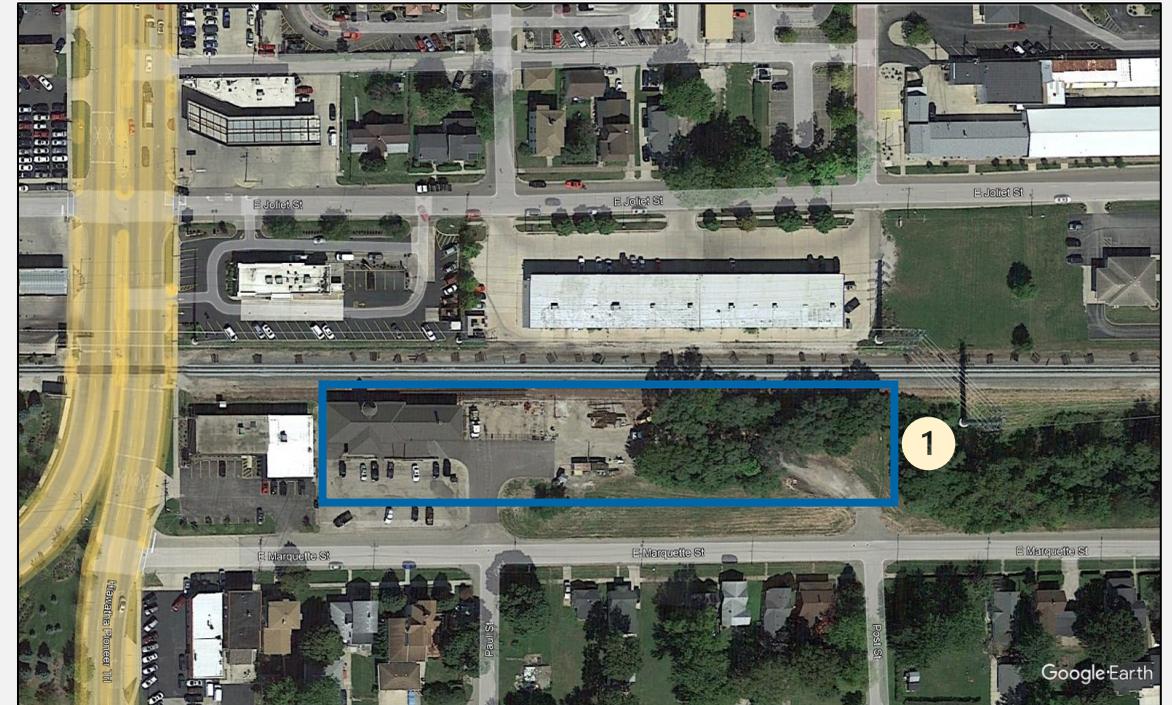


RAIL CONSIDERATIONS

Location 1 is to use the existing building and place the platform located on the south side of the CSX track. The proposed platform length will be 600-feet. Amtrak guidelines note that the preferred option is to have a high-level platform. The track through this location is tangent and can easily accommodate a gauntlet track. The gauntlet for the approach west of the platform will need to be placed west of Columbus Street and east of La Salle Street to accommodate the gauntlet switch due to the length of the gauntlet switch. A high-level platform is feasible at this location and the gauntlet can be designed so that the freight movement can be accommodated on the straight side with the passenger train taking the diverging movement.

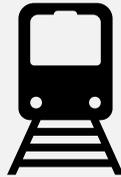
There is an adjacent at-grade road crossing at Columbus Street, which requires 100-feet of buffer be provided between the grade crossing and the end of the platform for signaling.

Patrick reviewed wetland inventory maps and FEMA maps as part of the desktop review and noted no major accommodations anticipated within the vicinity of the station.





EVALUATION – OTTAWA SITE 2

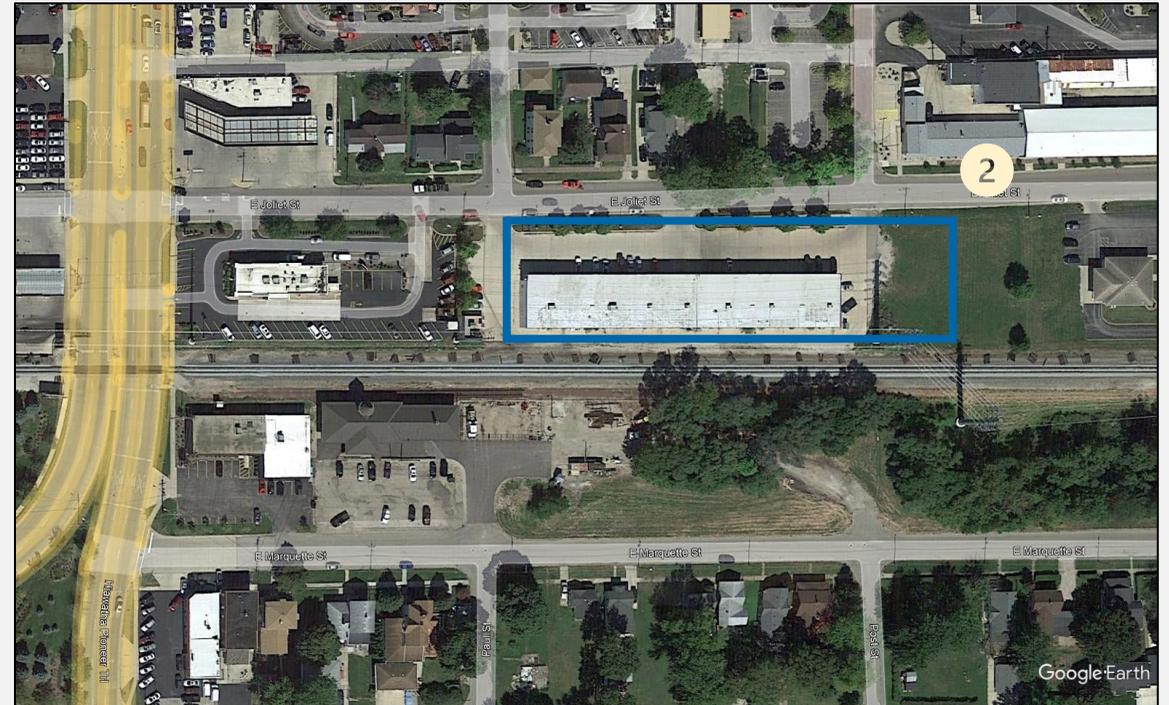


RAIL CONSIDERATIONS

The concept for Location 2 proposes to construct a new building and place the platform located on the north side of the CSX track. The proposed platform length will be 600-feet. Amtrak guidelines note that the preferred option is to have a high-level platform. The track through this location is tangent and can easily accommodate a gauntlet track. The gauntlet for the approach west of the platform will need to be placed west of Columbus Street and east of La Salle Street to accommodate the gauntlet switch due to the length of the gauntlet switch. A high-level platform is feasible at this location and the gauntlet can be designed so that the freight movement can be accommodated on the straight side with the passenger train taking the diverging movement.

There is an adjacent at-grade road crossing at Columbus Street. For signaling purposes, this at-grade crossing requires a 100-feet of buffer between the grade crossing and the end of the platform.

Patrick reviewed wetland inventory maps and FEMA maps as part of the desktop review and noted no major accommodations anticipated within the vicinity of the station.





EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



The proposed station sites in Ottawa are located just north of the downtown area with minimal direct visibility to downtown. Adjacent land uses include residential and strip retail. Three opportunity areas were identified where ongoing public and private investment could be supported by passenger rails service, including:

A. Downtown: Private Rehab, Historic Preservation & Increased Density

The downtown serves as the historic cultural center of Ottawa. Historic buildings, vacant department stores, underutilized second stories and catalytic waterfront development provide opportunities for increased retail activity, density, and overall vibrancy of the already well-utilized downtown. To support ongoing momentum, the City can support private rehabilitation, support historic preservation and encourage increased density.

Geographic Focus Areas: The blocks surrounding Washington Square Park serve as a vital connection between the proposed station, the residential area northeast of downtown, and central downtown. La Salle Street and Columbus Street, the primary north/south arterial streets, would connect passengers to and/or from the proposed station and the new waterfront. City staff indicated that new streetscaping is planned south of the park along Jackson Street.

KEY STRATEGY AREAS: Planning, Negotiation Support, Land Use Modifications, Financial Assistance



EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



B. Waterfront: Significant Public and Private Investment Opportunity

The new YMCA facility and the planned amphitheater are anticipated to spur new catalytic development adjacent to the waterfront park and on the Jordan Block site. Connecting these developments with the future station could help support the development already underway. Significant public investment will continue to be required to spur development here.

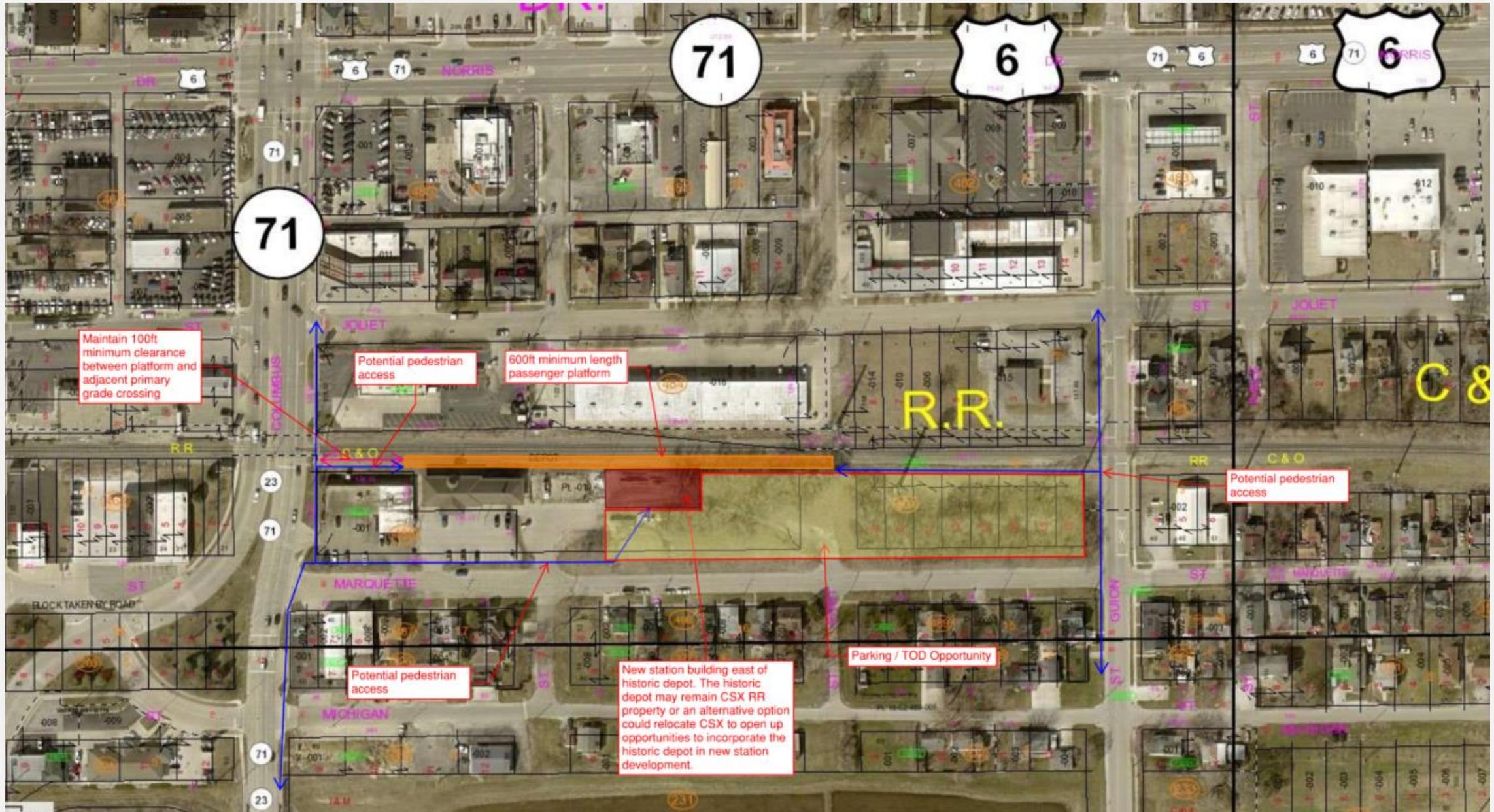
KEY STRATEGY AREAS: Land Use Modifications, Negotiation Support, Financial Assistance

C. Marquette Street Redevelopment: Longer-term Opportunity

In the long-term, the area along Marquette Street near the proposed station could be redeveloped as transit-oriented development. Redevelopment around the proposed station could extend the existing downtown, revitalize a legacy industrial area, and connect passengers to a regional recreational amenity in the I&M Canal.

KEY STRATEGY AREAS: Planning, Land Use Modifications, Financial Assistance

✓ EVALUATION – OTTAWA SITE 1

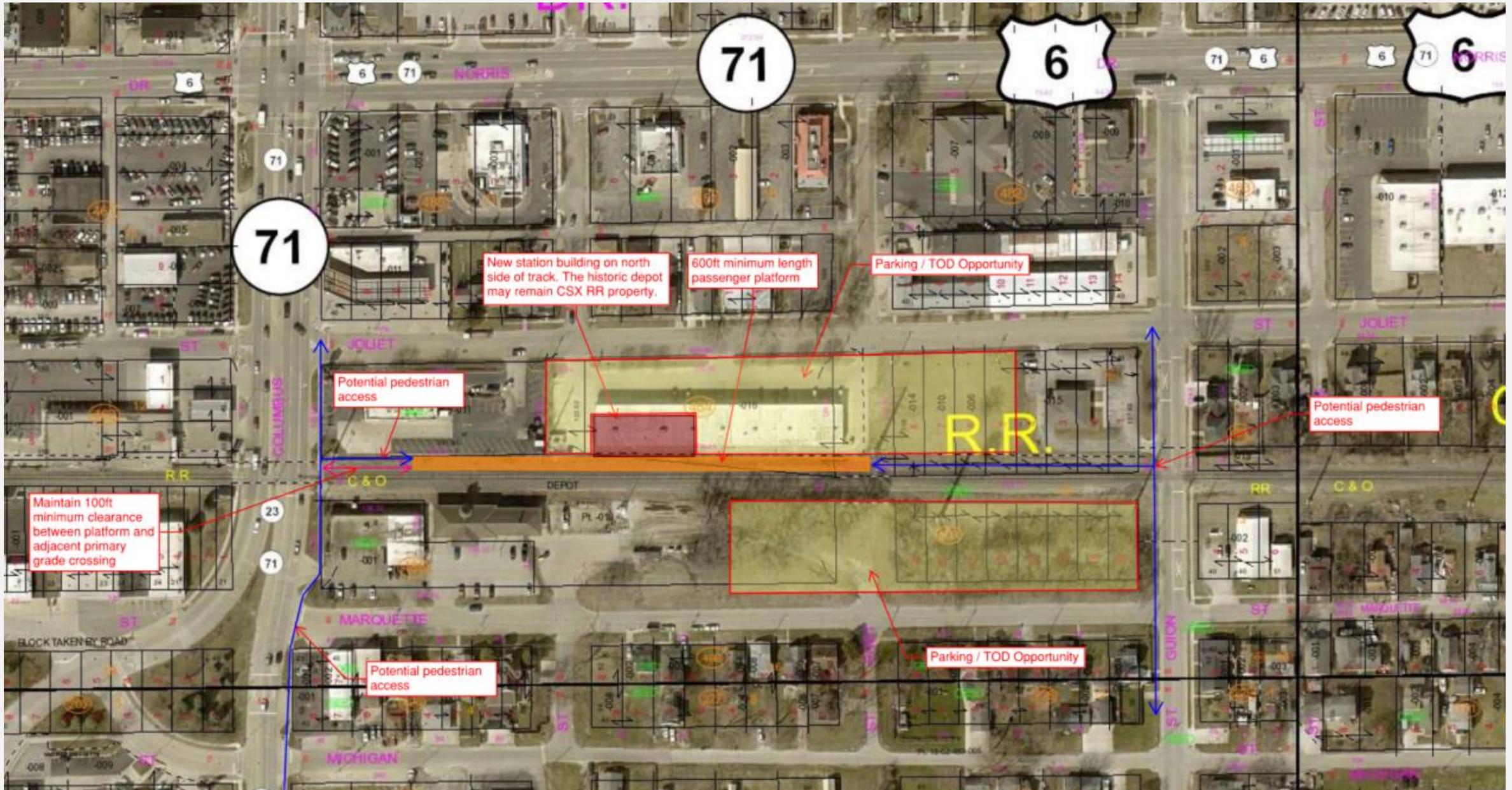




EVALUATION – OTTAWA SITE 1: RELOCATE CSXT FACILITY



✓ EVALUATION – OTTAWA SITE 2



EVALUATION

1. STATION SITE 1 – Historic Depot (located on the south side of the track)

1A Potential Relocation of CSX

2. STATION SITE 2 – North of Historic Station (located on the north side of the track)



Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Historic Depot Site				Capacity on site for short- and long-term (passenger)		\$
Site 2 – New Station north of Historic Depot				Capacity on site for short- and long-term (passenger)	Acquisition of private property. Pedestrian must cross tracks to go downtown.	\$\$

PUBLIC ENGAGEMENT

A meeting was held at City Hall in Ottawa, IL on Wednesday, March 6, 2024, from 5:00 – 7:00 PM. Twenty-five individuals signed-in to this event and four comment forms were submitted. Media representatives included The Times, and WLPO Starved Rock Media. Attendees included representatives from Heritage Harbor, EDCNCI, LaSalle County Board, Chamber of Commerce, IDOT, City of Ottawa, and State Farm.





SITES TO MOVE FORWARD

OTTAWA

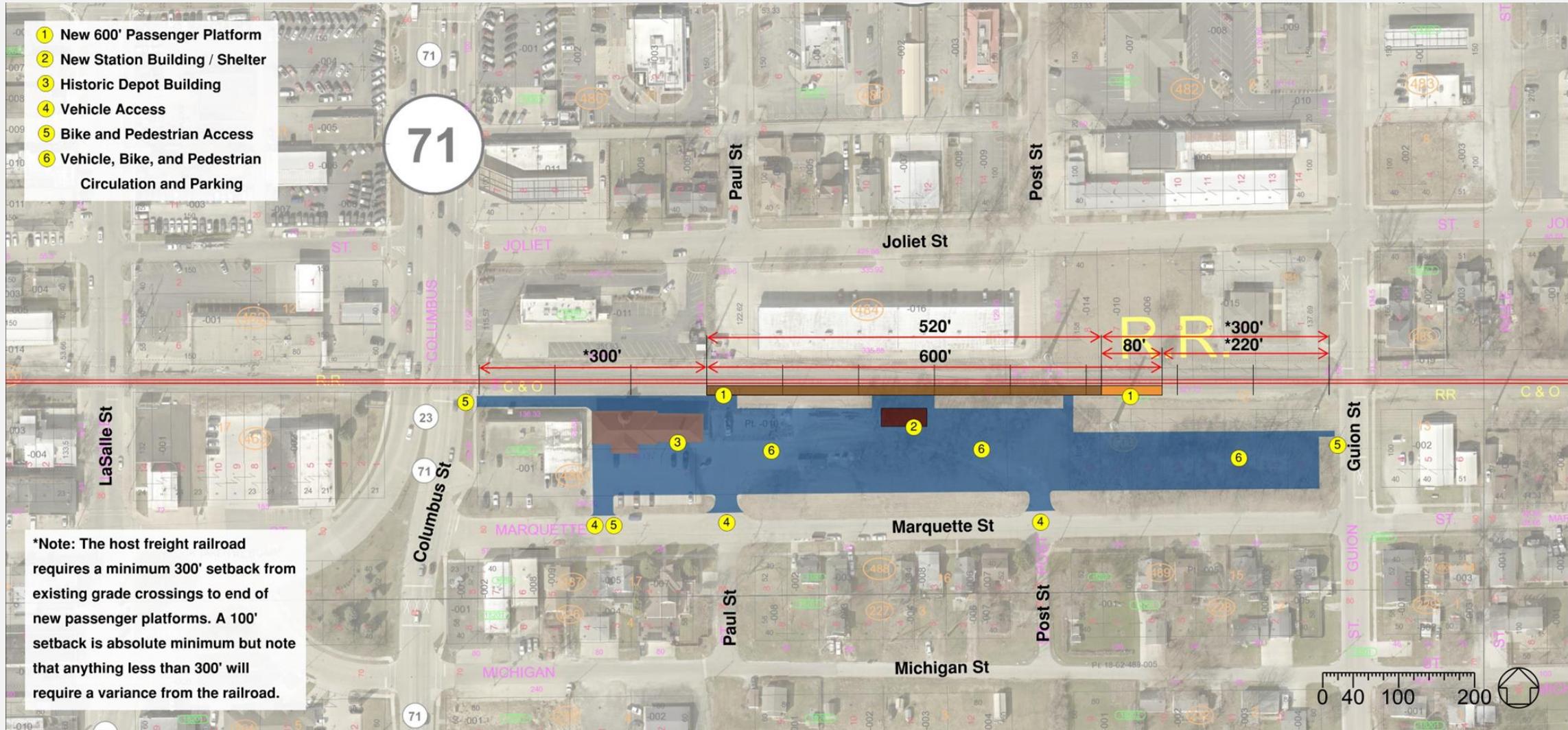
1. **STATION SITE 1** – Historic Depot (located on the south side of the track)
 - 1A - potential relocation of CSX
2. **STATION SITE 2** – Joliet Street (located on the north side of the track)

Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Historic Depot Site				Capacity on site for short- and long-term (passenger)		\$
Site 2 – Joliet Street				Capacity on site for short- and long-term (passenger)	Acquisition of private property. Pedestrian must cross tracks to go downtown.	\$\$



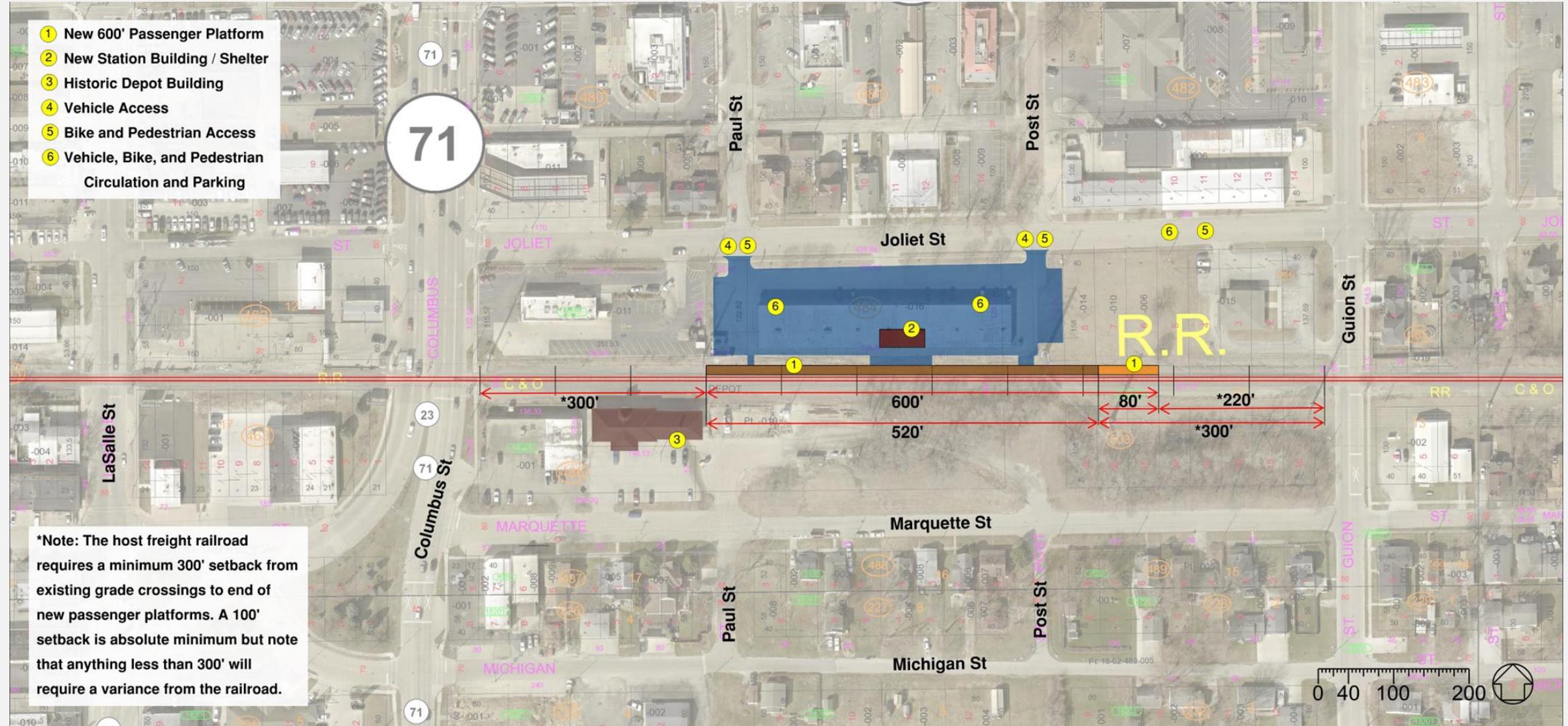


PROPOSED OTTAWA SITE 1





PROPOSED OTTAWA SITE 2



UTICA, IL

COMMUNITY MEETING

The project team met with Village of Utica on February 9, 2023. Utica representatives included Village President David Stewart and Director of Village Affairs Jamie Turczyn. They provided information about development activity, potential locations for the depot.

Utica has been actively working to add development/retail space to the village.

- Mill Street is the active Main Street through the Village. It is closed to vehicular traffic from May through October creating a space for outdoor dining and pedestrian activities.
- They are in the process of adding 12 incubator shops on the gravel lot on Mill Street just north of Church Street and are currently looking for tenants.
- Retail market is stable.

The city identified some areas for a future depot.

- The property on the west side of Mill Street south of the railroad. (The Village is in the process of purchasing this property.)
- The property on the east side of Mill Street south of the railroad adjacent to the Post Office.
- The property on the east side of Clark Street north of the railroad. This property is owned by IDOT.





BIKE CONNECTIVITY





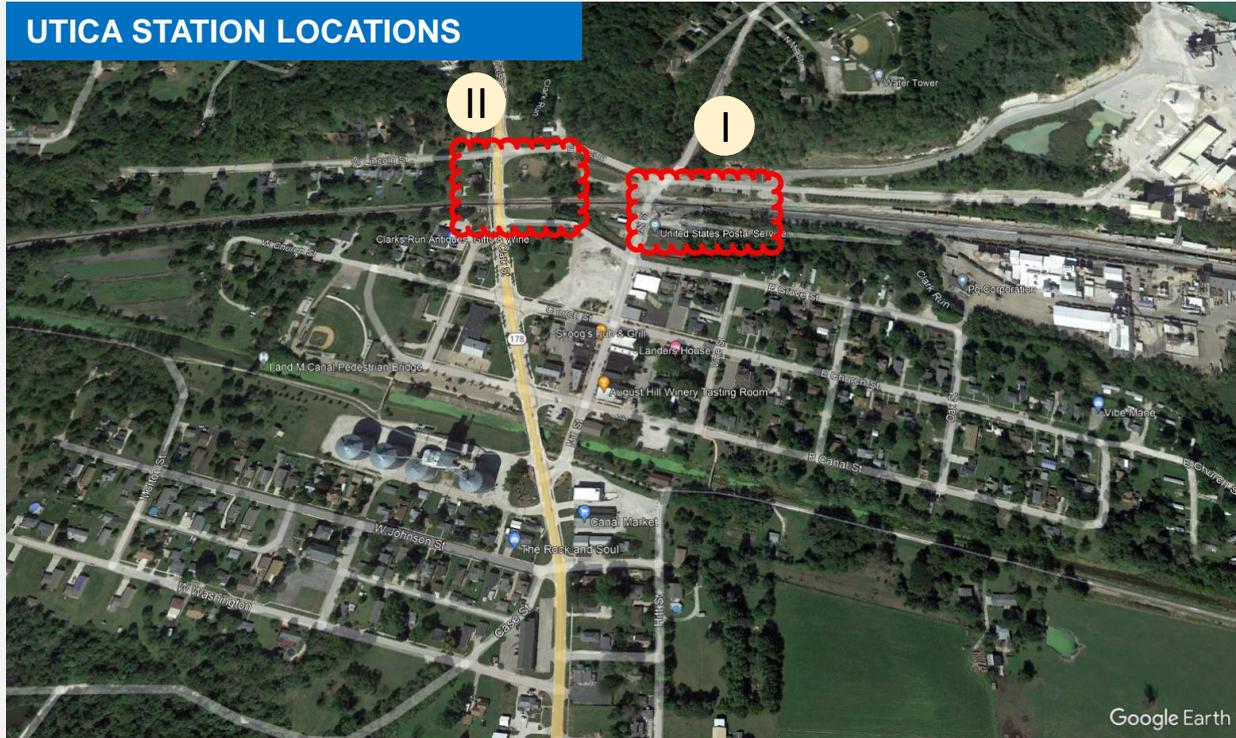
POTENTIAL STATION LOCATIONS

Location I: Along Mill Street south of the railroad.

The property west of the railroad has more room and was potentially up for sale. East of Mill street, a new depot could be constructed adjacent to the Post Office. Mill Street leads directly to downtown and current development. Potential for additional parking on north side of the railroad. The area west of the tracks will be considered for final evaluation.

Location II: East of Division Street (IL 178) between Grove and Lincoln.

Clark Run goes right through the property north and south of the railroad leaving not as much area for a depot. Clark Run currently floods the area south of the railroad. A stop in this location would cause the train to block Division Street (IL 178). The area north of the tracks is owned by IDOT.





POTENTIAL STATION LOCATIONS

Location I: Adjacent to Mill Street south of the railroad



Location II: East of Division Street



EVALUATION – UTICA LOCATION

LOCATION DETERMINATION

After reviewing the two potential station locations, the project team determined Location I would move forward for further review. Additional evaluation was completed for one site.

Site 1 is located on the south side of the track west of Mill Street. The Village recently purchased this property.



EVALUATION – UTICA SITE



RAIL CONSIDERATIONS

The Utica Station is anticipated to be a flag-stop with a smaller station location identified to serve as a warming shelter. The proposed station is located just south and west of the Mill Street and Lincoln Street intersection within the Village of Utica limits. There is no existing station at this location. Just east of the Mill Street crossing is a 3-track storage yard with a turnout for the lead located just east of Mill Street. The proposed location is located on the CSX Chicago Division and New Rock Subdivision with a maximum timetable speed of 40 mph. The rail is a curve through this area.

The proposed location is planned to place a smaller station consisting of a warming shelter along the south side of the southernmost track with a reduced platform length of 325-feet. The platform will span over Clark Run Creek, which is a blue line stream on the USGS Topographical Maps. Additionally, this area is considered Floodplain AE and Floodway on the FEMA Maps. Consideration will need to be made when designing fill locations for the station and civil improvements. Detention will likely need to be provided for the additional impervious area generated by the building and parking lots. It is unlikely that fill will be able to be placed within the Floodway boundaries without compensatory storage and other accommodations. The station at this location should take advantage of underground detention if possible or other creative water detention storage solutions.

The railroad has two tracks at this location. It is anticipated that there are likely operational movements for switching and spotting cars into the storage yard to the east of the Mill Street crossing. Based upon the station location being a flag-stop, there is anticipated low impact to the train traffic at this location. However, this needs to be discussed and coordinated with the operating railroad. Installation of gauntlets to accommodate freight traffic will be challenging given the site topography and constraints.

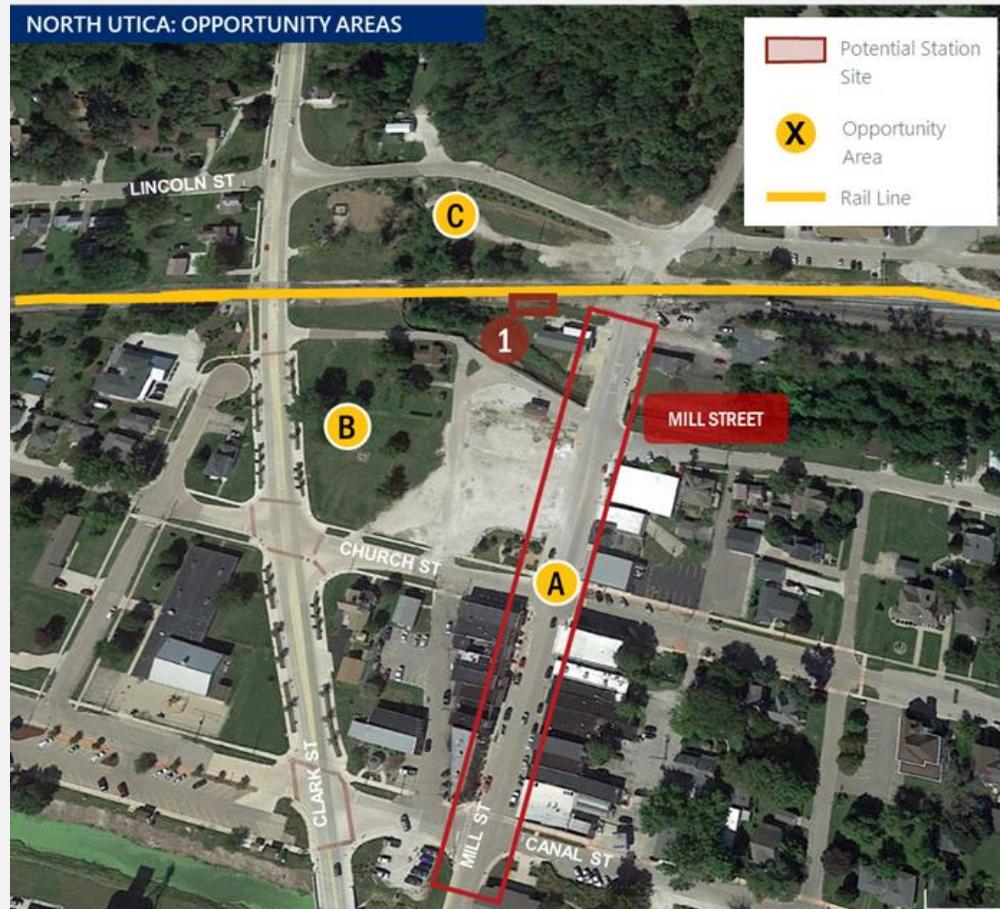
A low-level platform should be considered here due to the lower anticipated service frequency, existing track configurations, at-grade crossing locations and existing turnouts within the vicinity of the station area. Gauntlets are not required if the platform remains at a low level. Additional ADA accommodations will need to be provided and the use of a low-level platform may impact the ability to load/unload passengers relatively quickly. More scheduled buffer time for stops at locations with a low-level platform will be required. Since this is planned to be a flag-stop, the time to load/unload passengers should not be an issue.

The proposed platform may be able to span over the existing bridge with a new superstructure constructed on the existing timber bents. To identify if this is feasible, the bridge will need to be inspected and a structural engineer will need to confirm if the superstructure for the proposed platform can bear on the existing foundations. This may be a cost savings if the bridge is able to be used. It should be noted that any impact to the existing Clark Run Creek may result in the need for the project to address floodway issues which are unknown at this time. Early coordination with the permitting agencies at this location is recommended.





EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



The proposed station site in Utica is on the northern edge of downtown along Mill Street. The site is highly accessible and visible from downtown, and the surrounding uses include the post office, outdoor retail incubator and vacant land. Three opportunity areas were identified that can be supported by passenger rails service, including:

A. Mill Street: short-term public investment

Connecting passengers from the proposed rail station to Downtown Utica and the area's tourism ecosystem will be vital to realizing additional economic development momentum spurred by the influx of passengers. Investing in wayfinding and bicycle/pedestrian infrastructure along Mill Street provides opportunity to connect passengers to the downtown area and allowing people traveling without a vehicle to travel south to other retail offerings such as Starved Rock River and Trail Supply and Starved Rock E-Bike and Rentals.

KEY STRATEGY AREAS: Planning, Public Improvements

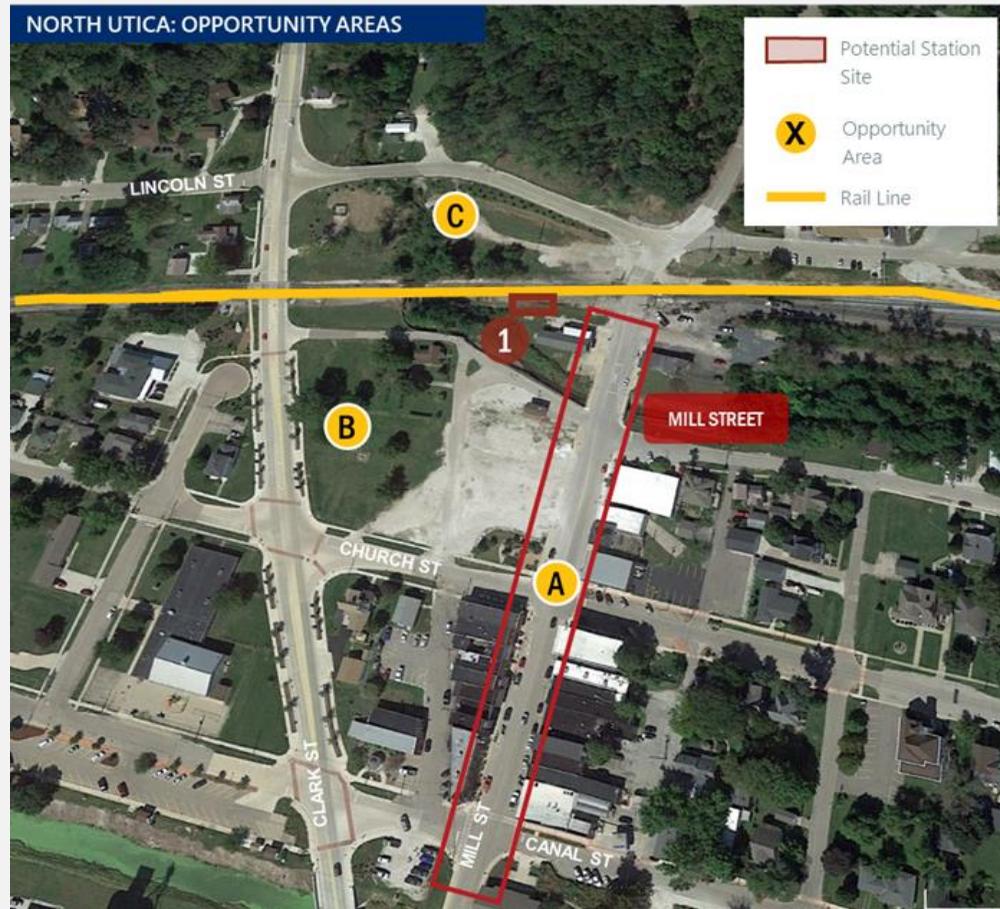
B. Downtown Lot: long-term public and private investment

There is an undeveloped lot available for development located directly adjacent to the proposed small business incubator site at the corner of Church Street and Mill Street. The proximity to proposed station site, Downtown Utica, and the area's natural amenities could make it ideal for new residential or hospitality development.

KEY STRATEGY AREAS: Planning, Negotiation Support, Land Use Modifications, Financial Assistance



EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES

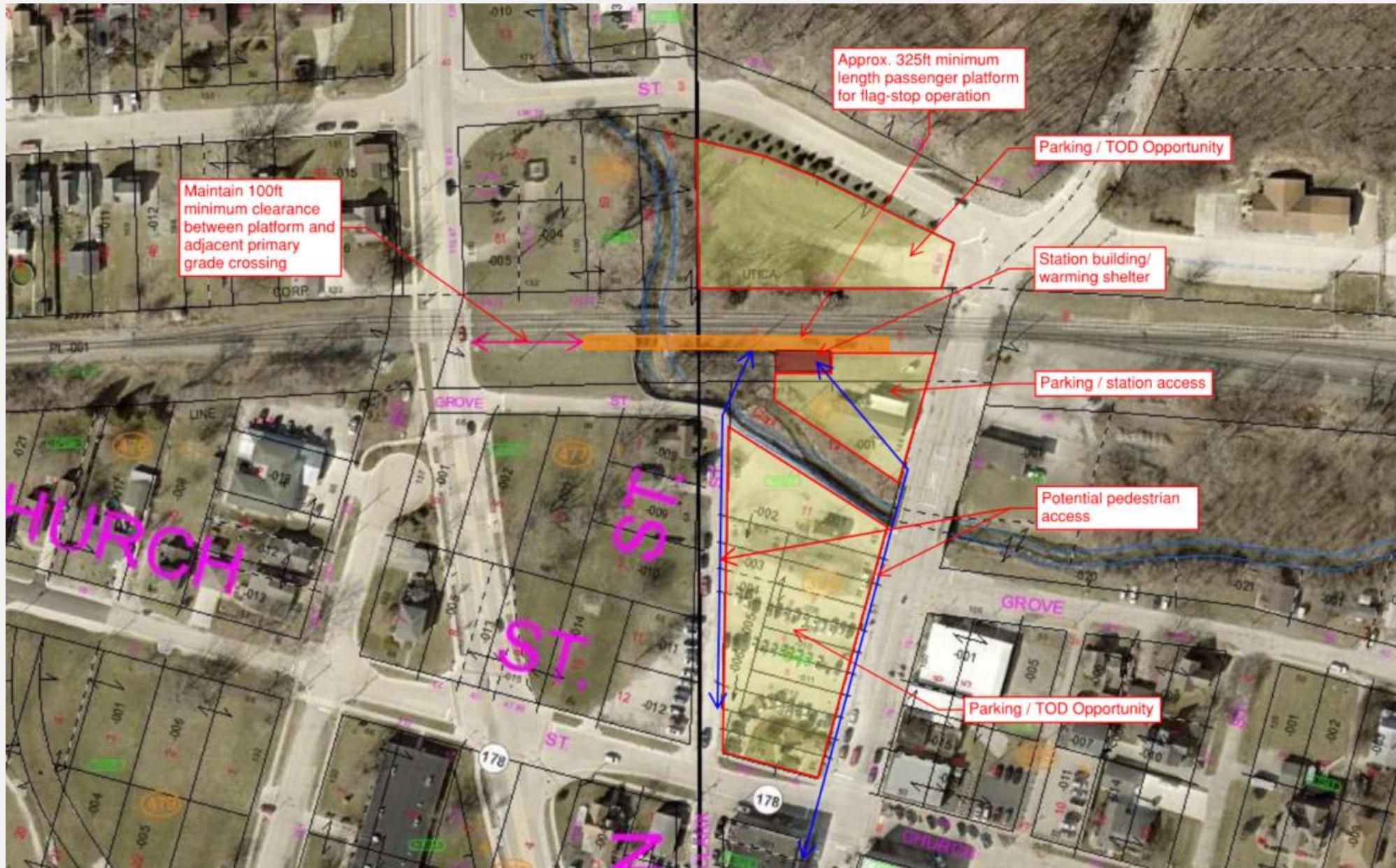


C. Area North of the Railroad Tracks: long-term public and private investment

The area north of the tracks from the proposed station site could potentially support long-term redevelopment. The site is comprised of two separate parcels, and it separated geographically by a small creek. Together, the site consists of approximately 1.75 acres, but approximately one-third of an acre contains the creek. The eastern half of the site is owned privately and is used for occasional parking and the western side is owned by the Illinois Department of Transportation (IDOT). While the current market may not support new construction, increased demand for housing and hospitality due to growing tourism demand and increased access to neighboring communities, future market demand may potentially support new development.

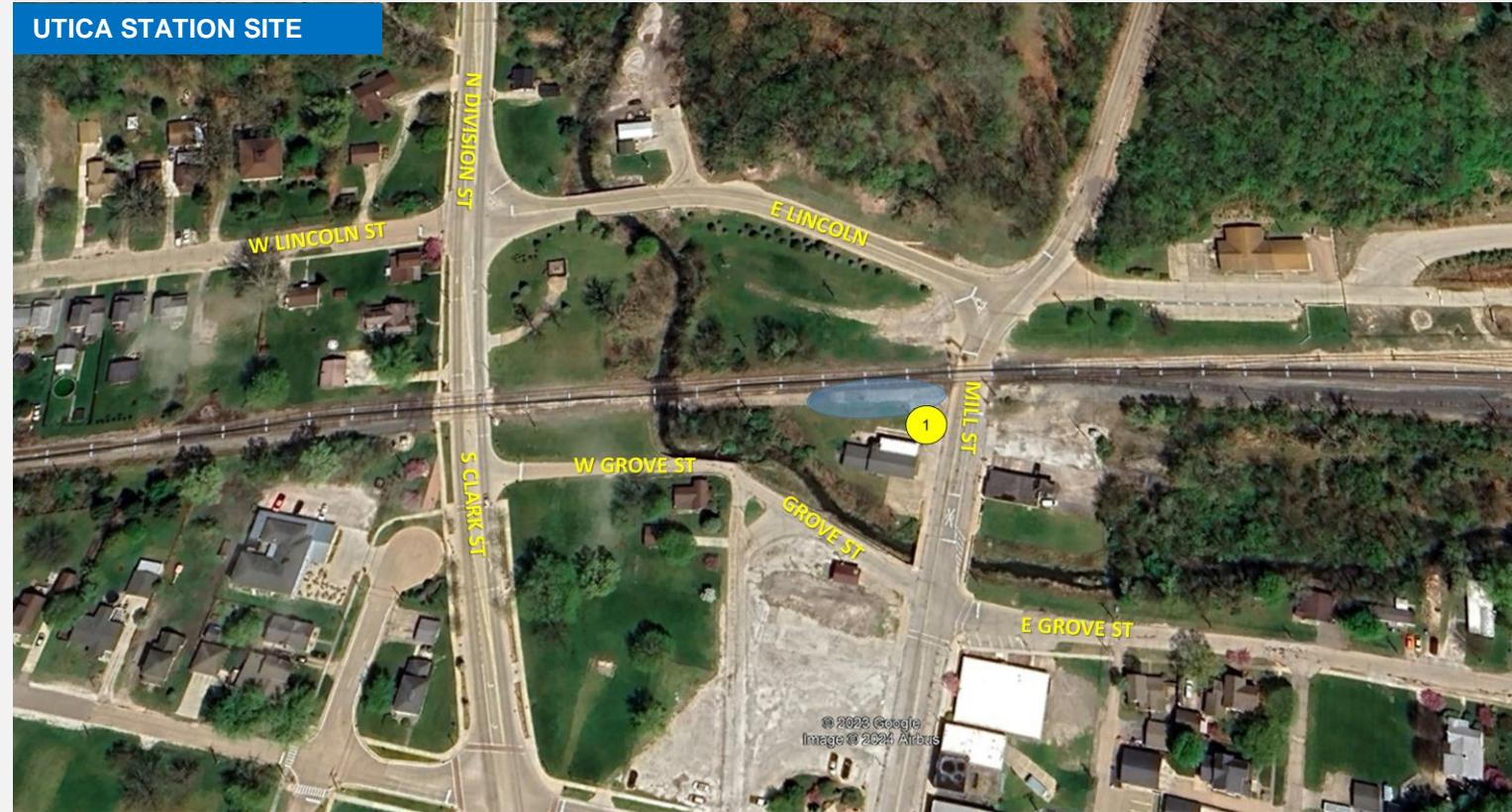
Planning, Negotiation Support, Land Use Modifications, Financial Assistance

✓ EVALUATION – UTICA SITE



✓ EVALUATION

1. **STATION SITE 1** – Mill Street (located on the south side of the track west of Mill Street)

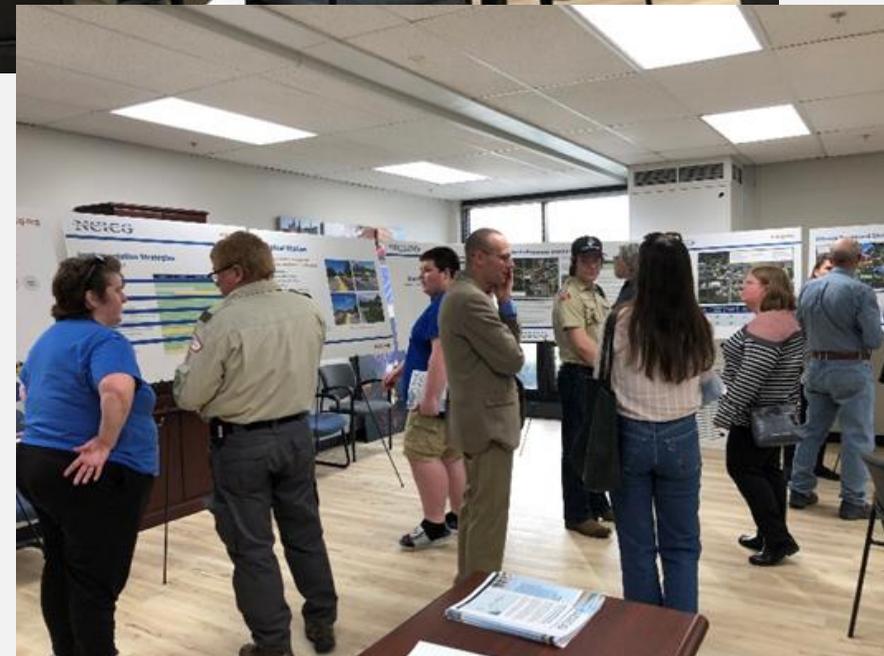


Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Mill Street	●	●	◐	Capacity on site for short- and long-term (passenger)	Floodplain and Floodway	\$



PUBLIC ENGAGEMENT

A meeting was held at Village Hall in Utica, IL on Tuesday, March 12, 2024, from 5:00 – 7:00 PM. Thirty-five individuals signed-in to this event and three comment forms were submitted. A reporter from Shaw Media attended this meeting. Attendees included representatives from Heritage Corridor Destinations, Village of Utica, Utica Trustee, LaSalle County Board, Waltham BSA, Utica Fire Department, IVAC, and members of a Boy Scout Troop 797 working on a service badge.



SITE TO MOVE FORWARD

UTICA

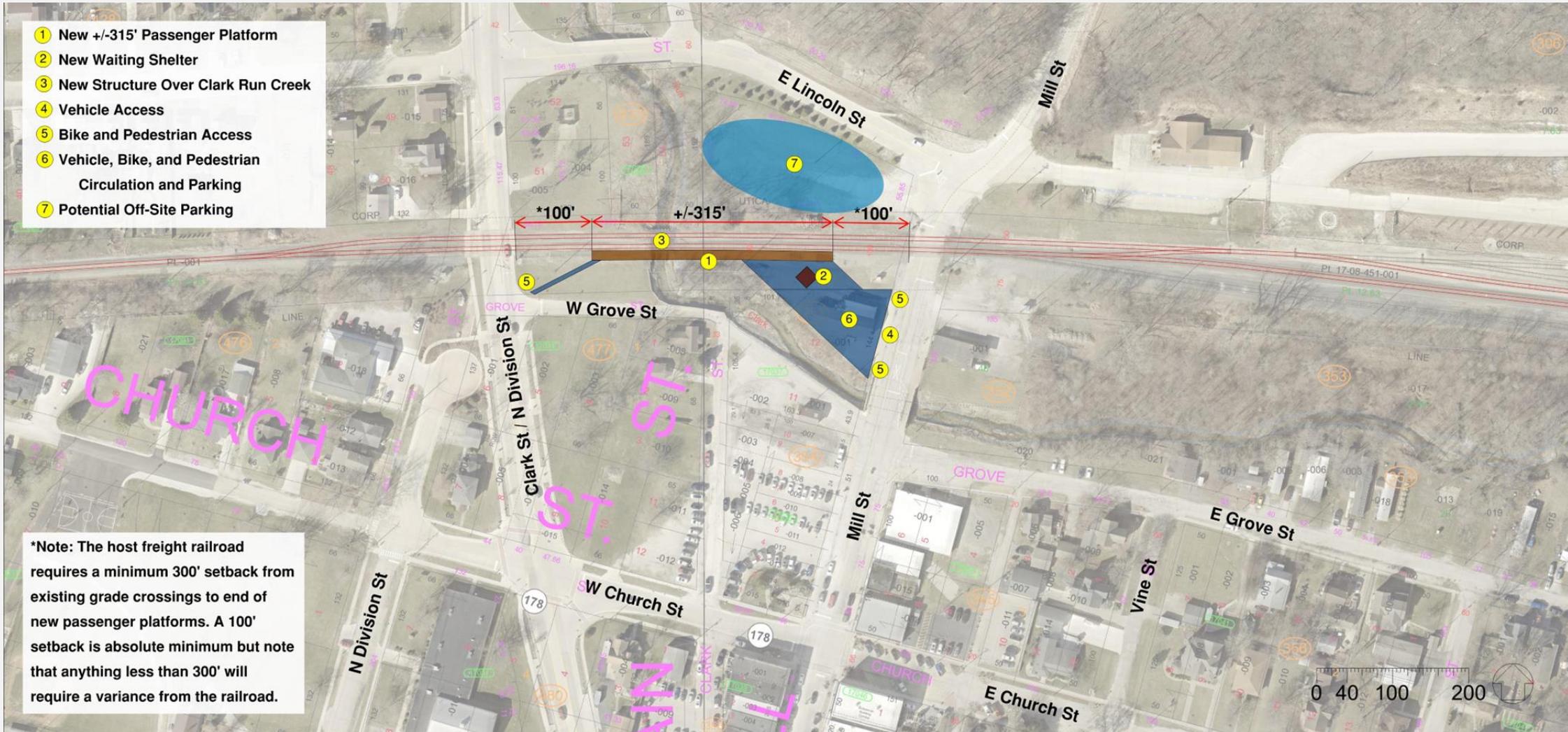
1. STATION SITE 1 – Mill Street (located on the south side of the track west of Mill Street)

Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Mill Street				Capacity on site for short- and long-term (passenger)	Floodplain and Floodway	\$





PROPOSED UTICA SITE



LASALLE/PERU, IL

COMMUNITY MEETING

The project team met with City of LaSalle on February 9, 2023. LaSalle representatives included Economic Development Director Curt Bedei and City Engineer Brian Brown. They provided information about development activity, potential locations for the depot, and how they thought passenger rail will benefit the community.

LaSalle has been actively working on redevelopment of the downtown.

- This is a TIF area and Enterprise Zone
- There have been several recent projects with private investment
 - Restaurant with upstairs living space
 - Large ballroom facility
 - Women's Boutique
- Growth continues every year with a lot of rehabilitation happening
- Empty lots are drawing interest for commercial with apartments above.

The city identified some areas for a future depot.

- The old depot at the intersection of 1st Street and Canal Street, which is currently privately owned. There is potential parking across First Street.
- Along Canal Street on either side of Joliet Street. Here is an existing parking lot on the north side of canal street that used to be a parking deck. Both areas will require a multi-story building to get passengers down to the rail elevation.

The city knows there will be many benefits from the return of passenger rail.

- Encourages opportunistic services like Uber or Lyft
- Another source of transportation for residents and visitors
- Provides connectivity for employment
- Helps make LaSalle a destination, which will increase foot traffic downtown



COMMUNITY MEETING

The project team met with City of Peru on September 25, 2023. Peru representatives included City Attorney Scott Schweickert and City Engineer Eric Carls. They provided information about development activity and a potential location for the depot.

Peru is focused on the redevelopment of the Westclox site. This old clock factory site is four city blocks. A fire in 2012 destroyed some of the buildings, but a private developer purchased the buildings along Rt 6 (5th Street) in 2015 and has been renovating the space and adding tenants. Peru is currently working on incentives to remove the fire damaged buildings. They are also applying for a Brownfield grant to develop a potential indoor sports venue on the site. The city actively tracks new tenants and buildouts of the facility.

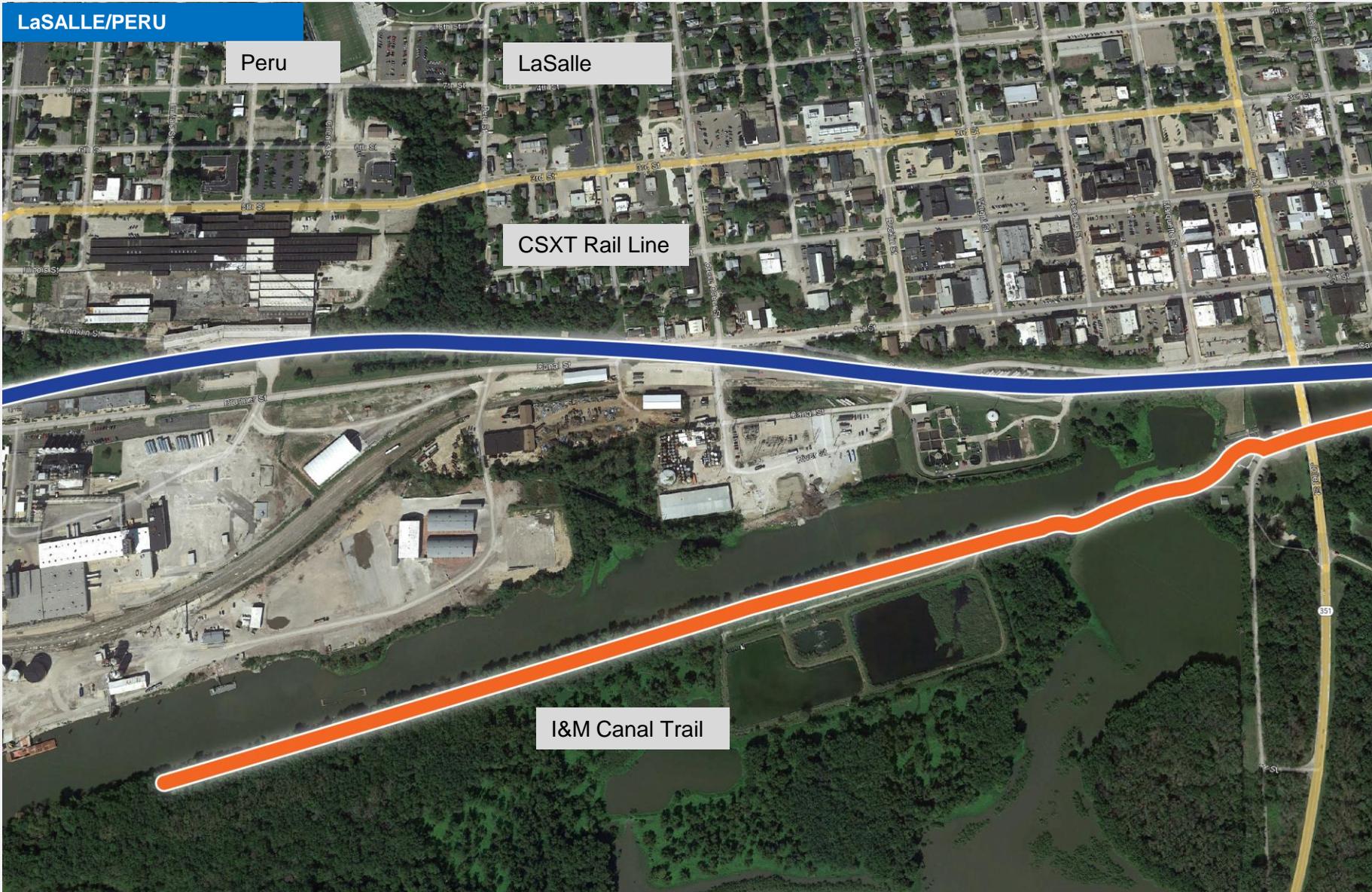
Peru is working to provide better connections from Westclox site to downtown. They have a current contract to improve the sidewalks along Rt 6 from Westclox to the center of town. They are also working on trail connectivity through the city.

The city thinks the Westclox site is ideal for the future depot. This site is directly adjacent to the city of LaSalle and provides many opportunities for parking and other amenities. A connection could be made to LaSalle via 2nd Street. In addition, 5th Street in Peru turns into 3rd Street in LaSalle at the east side of the Westclox property. Either street will take you directly to downtown LaSalle. This site will require a multi-story building to connect the shop and parking area to the rail. Using the Westclox site will also provide additional opportunities for development.





BIKE CONNECTIVITY





POTENTIAL STATION LOCATIONS

Location I: In LaSalle between Canal Street east or west of Joliet Street.

The area between the street and the railroad is narrow. A multi-story building will be required to get passengers down to the rail height. This location provides good connectivity to downtown LaSalle and there is existing parking nearby. This is adjacent to the I&M Canal Trail. The rail along these sites is relatively straight. The site west of Joliet Street will be further evaluated.

Location II: In LaSalle at the original Peru-LaSalle train station location at Canal and 1st Street.

The Original Depot Location is currently privately owned. The connectivity to downtown LaSalle is difficult due to the steep grade on 1st Street. There is a lot of truck traffic along 1st Street from adjacent industrial facilities. The existing station will need to be upgraded to provide accessible facilities. The rail on this site is on a curve. This location will be further evaluated.

Location III: In Peru on the east side of the Westclox property. There is ongoing redevelopment on this site. Parking would be available. A connection to downtown LaSalle could be constructed along 2nd Street. A multi-story building will be required to get passengers down to the rail height. The rail through this site is on a curve. This location will be further evaluated.





POTENTIAL STATION LOCATIONS

Location I : Between the Canal Street and the railroad east or west of Joliet Street in LaSalle.



Location II: The .original depot location at 1st & Canal in LaSalle.



Location III: North of the railroad on the back of the Westclox property in Peru.





EVALUATION – PERU-LASALLE LOCATIONS

LOCATION DETERMINATION

After reviewing the three potential station locations, the project team determined one site from each location would move forward for further review. Additional evaluation was completed for three sites. The sites were labeled in no particular order.

SITE 1 - Canal Street, LaSalle (located on the north side of the track)

SITE 2 - Historic Depot, LaSalle (located on the north side of the track)

SITE 3 – Westclox Development , Peru (located on the north side of the track)





EVALUATION – PERU-LASALLE SITE 1



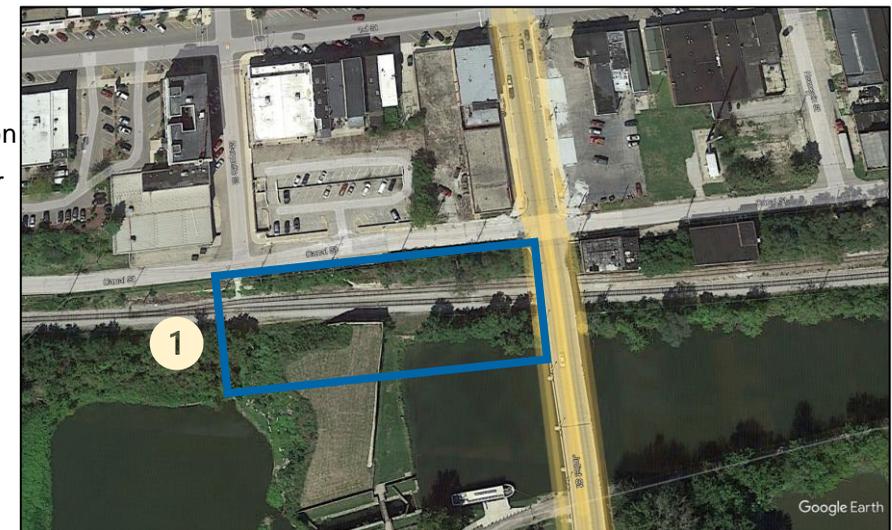
RAIL CONSIDERATIONS

The LaSalle/Peru Station has a few options on where the station can be located and is being studied for the optimal location for economic growth and ridership. Three options are presented below, with two being in LaSalle and one being in Peru. One station location will be selected to serve this area. There is an existing station building that is included in Location 2 as an option. The proposed locations are located on the CSX Chicago Division and New Rock Subdivision with a maximum timetable speed of 25 mph. The crossings adjacent to this location are noted as having Constant Warning Time circuitry.

Location 1 is being proposed to access the Downtown of LaSalle and construct a new station with two levels at the intersection of Joliet Street and Canal Street. This location is also being proposed to provide access to the I&M Canal boat docks that could attract additional patrons. This location is adjacent to a grade separated crossing at Joliet Street. The station will access the tracks using a station building that is two levels and will require covered ramps and an elevator to take patrons to the lower level to access the track. The proposed platform length will be 600-feet and is planned to be located directly west of Joliet Street. There is an existing turnout within the limits of the proposed platform that will need to be relocated to the west. This track on the north side of the main is an interchange track that connects to the Iowa Interstate tracks that run south to Oglesby and will need to remain in service with minimal outages over the course of construction.

The existing main track will need to be reconfigured at this station location to accommodate the gauntlet tracks. Because of the wetlands and floodway directly south of the track embankment, it is not recommended to place any new track embankment south of the existing tracks. This will require significant design considerations such as wetland banking, compensatory storage and extensive permitting. Instead, the interchange track on the north side should be extended to the west and the turnout be relocated west of the west gauntlet switch. The addition of a platform on the south side of the tracks may require some permitting since this is in Flood Zone AE, but impacts could be minimized using pile foundations.

Clearance will need to be reviewed in detail at this location during the design phase. Location 1 notes that TOD is an option in the northeast quadrant of the intersection, but the existing buildings in this location are too close to the tracks to allow for this track offset needed to construct the station gauntlet tracks. Gauntlet tracks would be the preferred alternative to allow for freight movements on any track. However, a crossover between the interchange lead on the north side and the main track east of the station platform should be considered as a suitable alternative to gauntlet tracks at this location to provide the clearance required for freight train operation and may be less cost overall. As stated above, the existing No. 10 Turnout to the west of the proposed station will need to be relocated farther west and can be upgraded to a No. 15 or 20 Turnout as part of the project to allow for maximum freight speed movement. These options may be explored in the preliminary design phase and the options need to be discussed and coordinated with the operating railroads.





EVALUATION – PERU-LASALLE SITE 2



RAIL CONSIDERATIONS

The concept for Location 2 proposes to construct a new platform north of the existing CSX track which will connect into the existing station building. The proposed platform length will be 600-feet.

The platform location as shown on the existing Location 2 drawing provided is not feasible as shown. However, modifications can be made to the concept design to make it feasible. Patrick analyzed the curve at this location, and it is 2°00' curve. Additional horizontal clearance of 1.5-inches per degree of curve will need to be provided to accommodate a high-level platform. Additionally, a gauntlet will be required to provide the horizontal clearance required for freight train operation past the high-level platform. The gauntlet switch requires a total distance of approximately 200-feet on each end of the gauntlet. Existing track configurations at this location will make it not feasible to place gauntlets without considering closing existing crossings and improving the remaining at-grade crossings.

The gauntlet located on the east side of the station will need to be placed a minimum of 50-ft from the existing 1°00' curve located just west of the Bucklin Street crossing. The platform may start 90-feet east of the building. The 600-ft platform then would extend west past the Creve Coeur Street crossing. The platform would need to be 8 to 10 feet maximum width at the station location, to allow for the required additional clearance, but could be widened to provide additional space either side of the station building. In addition to the Creve Coeur Street crossing being closed, Chartres Street crossing will also have to be closed to install the west gauntlet. A traffic study will need to be performed during the preliminary design to determine if crossing closures are feasible with existing traffic patterns and identify which crossings will need to be improved to accommodate the lost capacity.

Additionally, the existing tracks have a turnout approximately 900-feet west of the station building. Generally, a tangent distance of 300-feet is required between turnouts of opposing directions. However, because the freight will not be taking the diverging side of the turnout, a tangent distance of 150-feet between the gauntlet switch and the existing main turnout may be acceptable because the passenger train will be the only consist taking the diverging side of the gauntlet switch, and it will be at a reduced speed since it will be stopping at the station.

Generally, a 100-feet of buffer needs to be provided between the at grade crossing and the end of the platform for signaling. This is not an issue at this location provided the above noted crossings are closed. Patrick reviewed wetland inventory maps and noted no wetlands anticipated within the vicinity of the station. However, parts of this area are considered Floodplain AE on the FEMA Maps. Consideration will need to be made when designing fill locations for the station and civil improvements. Detention will likely need to be provided for the additional impervious area generated by the building and parking lots.





EVALUATION – PERU-LASALLE SITE 3



RAIL CONSIDERATIONS

The concept for Location 3 proposes to construct a new platform north of the existing CSX track which will connect into new station development south of 5th Street and west of the residential properties. The proposed platform length will be 600-feet. The existing track at this location is on a curve, with a stub track that connects just west of Canal Street.

Patrick analyzed the curve at this location, and it is 0°50' curve. The curve runs the entire distance that the proposed platform would be constructed. Additional horizontal clearance of 1.5-inches per degree of curve will need to be provided to accommodate a high-level platform. Additionally, a gauntlet will be required to provide the horizontal clearance required for freight train operation past the high-level platform. The gauntlet switch requires a total distance of approximately 200-feet on each end of the gauntlet. Existing track configurations at this location will make it challenging to place gauntlets within a reasonable distance. In lieu of gauntlets, a better option may be to construct a passing siding using the existing No. 12 turnouts just west of Canal Street. This will allow for greater flexibility of freight. Also, there is an existing culvert currently constructed to carry two existing tracks. Utilizing this as a passing siding will avoid impact to this culvert which will minimize permitting requirements for this location.

If a stub track is still needed, it can be added to the passing siding. However, the culvert would need to be extended to accommodate the third track. These options may be explored in the preliminary design phase and the options need to be discussed and coordinated with the operating railroads.

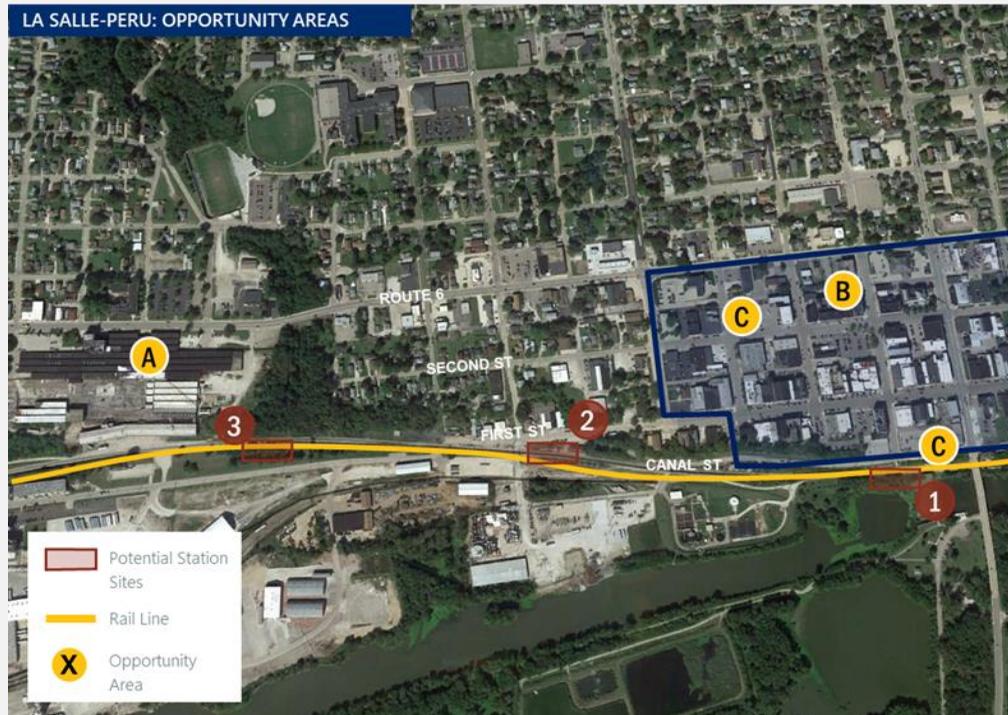
Generally, 100-feet of buffer tangent needs to be provided between a grade crossing and the end of the platform for signaling. This is not an issue at this location. Patrick reviewed wetland inventory maps and noted no wetlands anticipated within the vicinity of the station. However, parts of this area are considered Floodplain AE on the FEMA Maps. Consideration will need to be made when designing fill locations for the station and civil improvements.

Detention will likely need to be provided for the additional impervious area generated by the building and parking lots.





EVALUATION – CATALYTIC DEVELOPMENT OPPORTUNITIES



The proposed station sites that would serve the communities of LaSalle and Peru are located near the border separating the two cities near the I&M Canal. The sites offer differing levels of connection and visibility into Downtown LaSalle and no direct connection or visibility to downtown Peru. Three opportunity areas were identified where development could be supported and/or catalyzed by passenger rail service, including:

A. WestClox Site: ongoing private investment

The old WestClox manufacturing site in Peru has already undergone significant improvement as a result of private investment. The main building along Fifth Street (Route 6) includes a brewery, restaurant, distillery and event space. The western portion of the main building is occupied by several small studios and offices. The east side of the building is occupied by light manufacturing. The five-story tower in the main building on Route 6 is occupied by office space and the WestClox Museum. Additional investment is expected to convert unoccupied space in the tower to residential condos. A rail stop with access to the WestClox building is anticipated to support investment and add to the location's allure as a destination.

KEY STRATEGY AREAS: Planning, Public Improvements, Negotiation Support, Land Use Modifications, Financial Assistance

B. Kaskaskia Hotel and Knights of Columbus Lot: long-term public and private investment

While demand for new residential construction is limited in LaSalle, there is an opportunity to support investment into the ongoing Kaskaskia renovation project and future investment into the redevelopment of nearby city-owned parking lots.

KEY STRATEGY AREAS: Negotiation Support, Land Use Modifications, Financial Assistance

C. Two City-owned parking lots: short-term public investment and longer-term private investment

Short-term investment can improve currently underutilized parking lots. Two lots—a large lot near the Knights of Columbus (KoC) building and a smaller lot across Canal Street from Site #1—provide opportunity for small-scale interventions to enhance the public realm. These lots may be opportunities for longer-term private investment.

KEY STRATEGY AREAS: Planning, Public Improvements, Negotiation Support

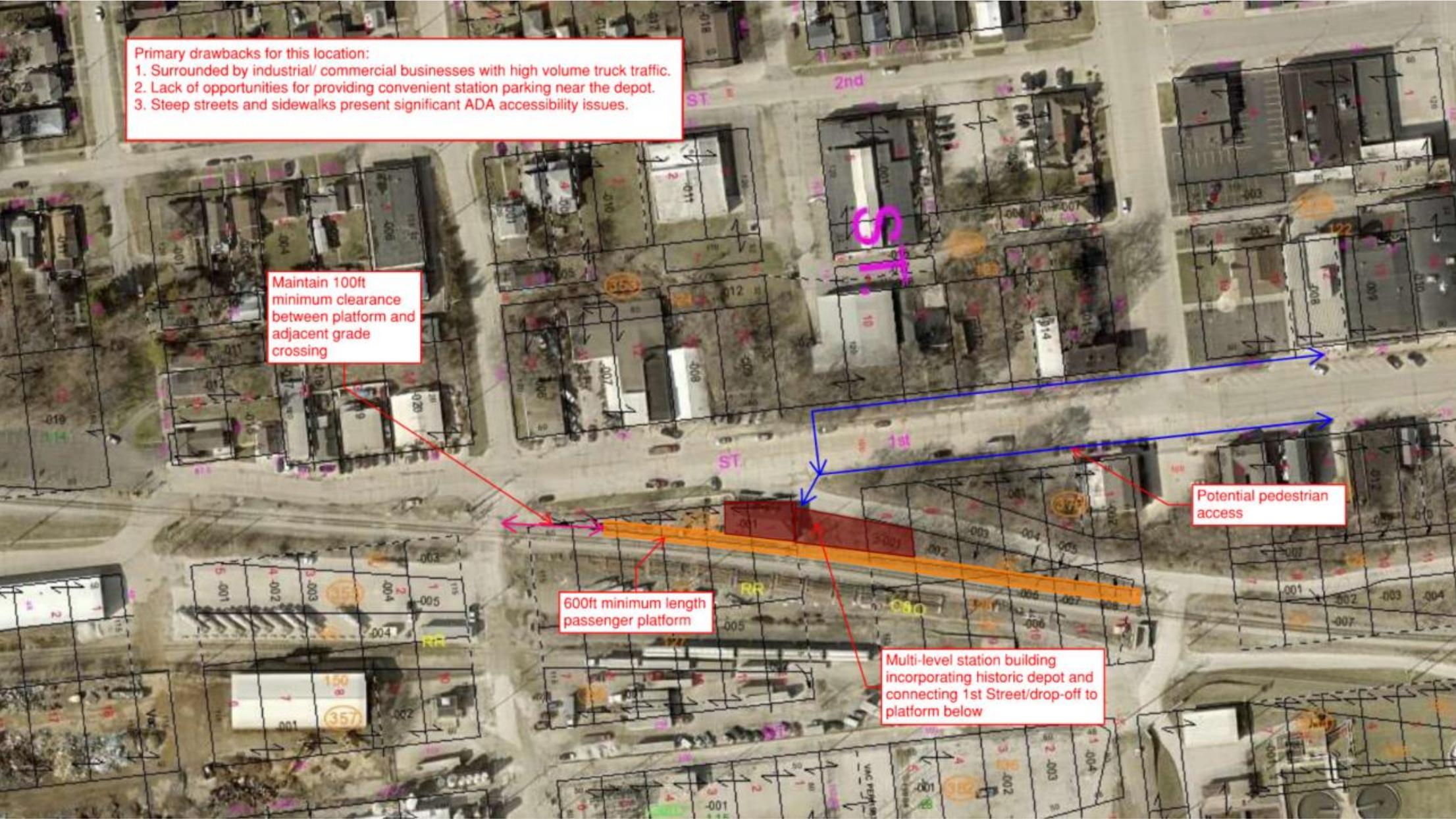


EVALUATION – LASALLE/PERU SITE 1



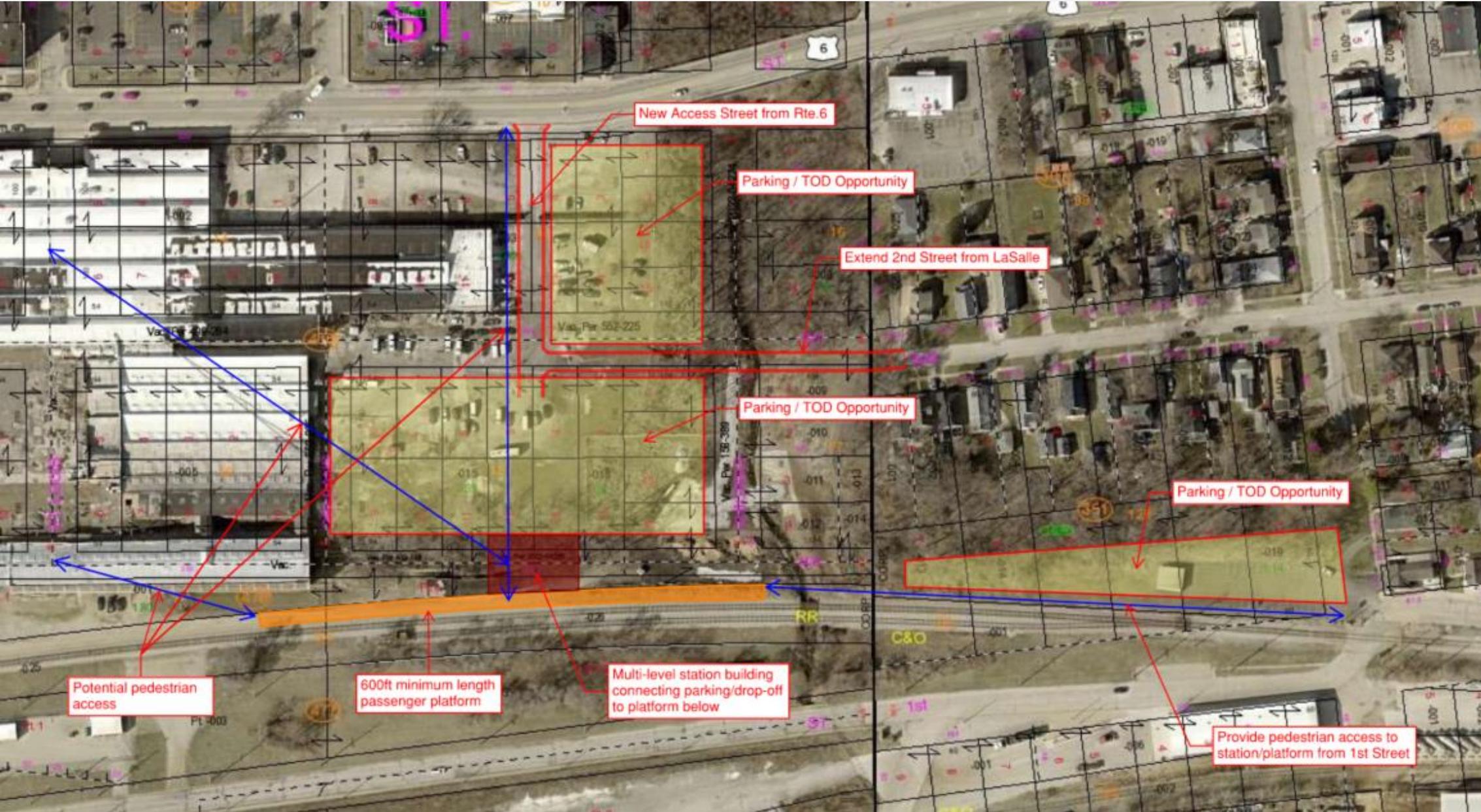


EVALUATION – LASALLE/PERU SITE 2





EVALUATION – LASALLE/PERU SITE 3



✓ EVALUATION

- 1. STATION SITE 1** - Canal Street, LaSalle
(located on the north side of the track)
- 2. STATION SITE 2** - Historic Depot in LaSalle
(located on the north side of the track)
- 3. STATION SITE 3** – Westclox Development , Peru
(located on the north side of the track)



Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
Site 1 – Canal Street LaSalle				Limited short-term capacity on site; off-site long-term (passenger) required	Multi-level station building to connect parking/drop-off to platform	\$\$
Site 2 – Historic Dept LaSalle				Limited short-term capacity on site; off-site long-term (passenger) required	Access to downtown LaSalle and connectivity to Peru. Hard to make ADA compliant access.	\$\$
Site 3 – Westclox Peru				Capacity on site for short- and long-term (passenger)	Multi-level station building to connect parking/drop-off to platform	\$\$\$



PUBLIC ENGAGEMENT

The fourth and final meeting was held at City Hall in Peru, IL. on Wednesday, March 13, 2024, from 5:00 – 7:00 PM. Twenty-three individuals signed-in to this event and six comment forms were submitted. A reporter from Shaw Media attended this meeting. Attendees included representatives from City of Peru, LaSalle County, North Central Bank, Premier Property Westclox, City of LaSalle, IVCIL, and a Peru Alderman.





SITES TO MOVE FORWARD

LaSalle/Peru

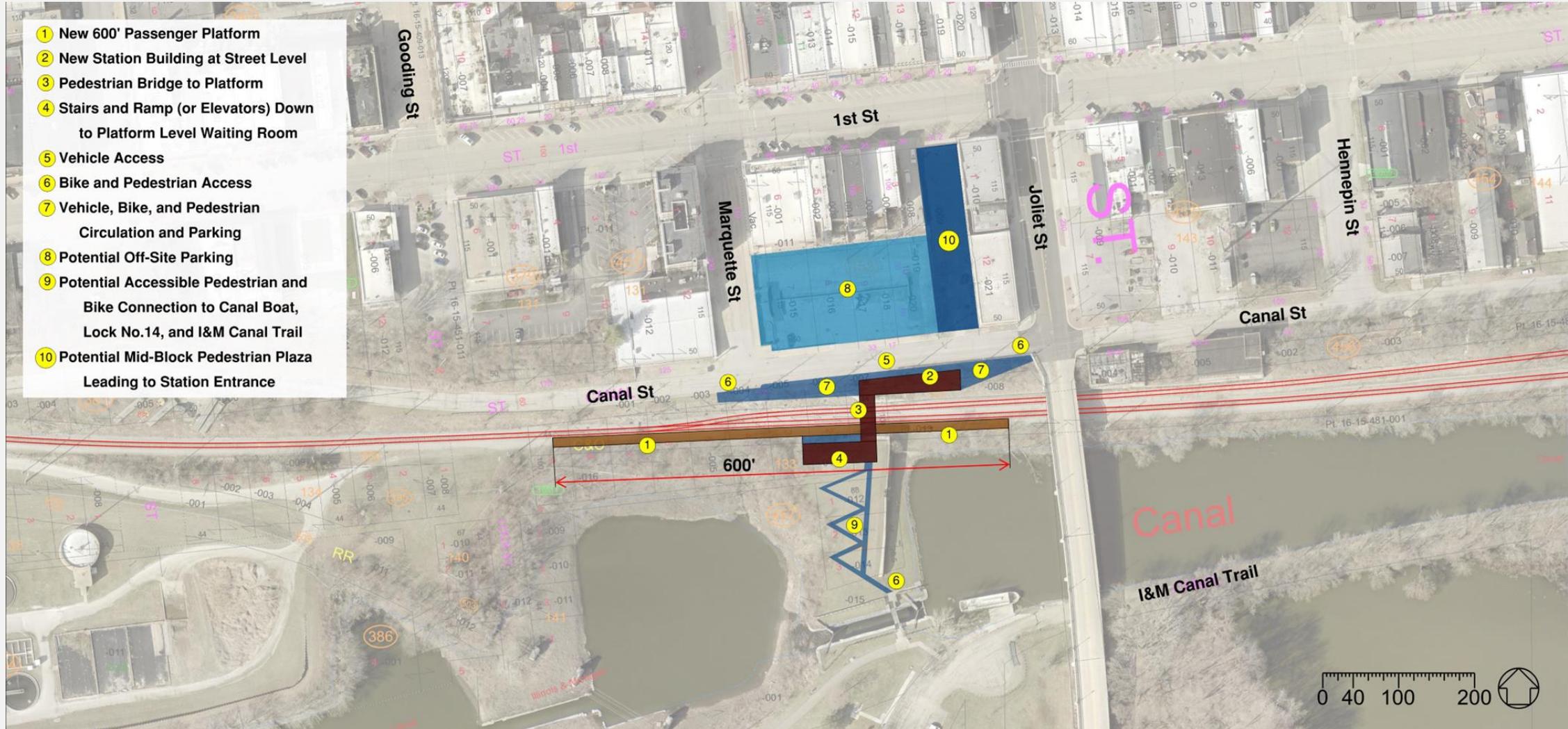
1. **STATION SITE 1** - Canal Street, LaSalle
(located on the north side of the track)
2. **STATION SITE 2** - Historic Depot in LaSalle
(located on the north side of the track)
3. **STATION SITE 3** – Westclox Development , Peru
(located on the north side of the track)



Site Name	Rail Station Fit (Amtrak Guidelines)	Multimodal Hub Potential	TOD Potential	Parking	Key Challenges	Cost
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PROPOSED – LASALLE/PERU SITE 1



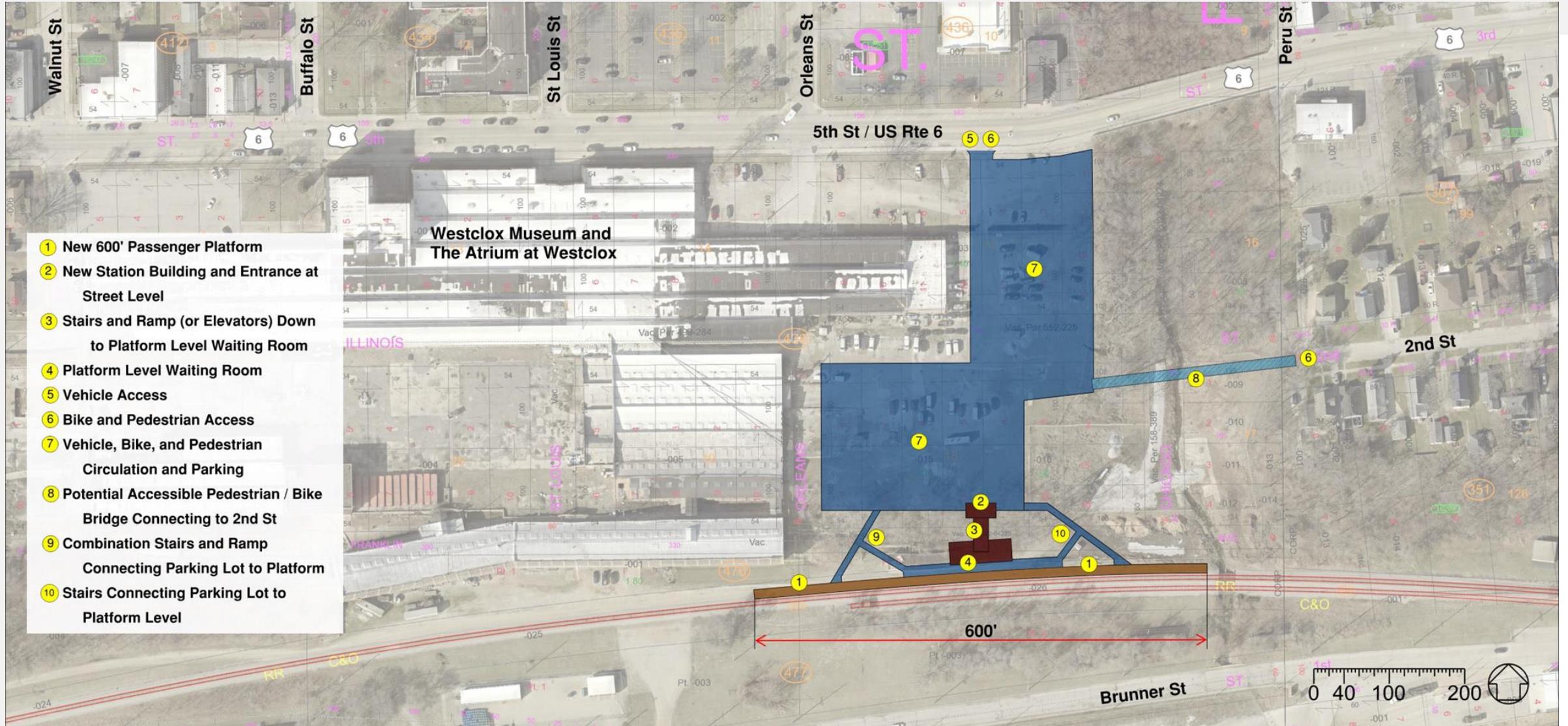


PROPOSED – LASALLE/PERU SITE 2





PROPOSED – LASALLE/PERU SITE 3



HENRY

POTENTIAL FUTURE STATION LOCATION

Henry is located in Marshall County in the NCICG area. It is approximately halfway between Peru and Peoria. After passenger rail is established, it may make sense to add a stop in Henry in the future. Based on aerial mapping, the area south of the railroad adjacent to Railroad Street east or west of IL 18 is the area that should be considered in the future.



Looking west



Looking east



