THOROUGHFARE PLAN & MAP

This City of Peoria Official Thoroughfare Plan & Map replaces the version adopted in 2001. In the past two decades, many changes have occurred related to transportation networks and vehicle use. Earlier Plans focused almost exclusively on the goal of moving vehicular traffic as quickly as possible, with little or no thought given to non-motorized traffic. Prior plans did not anticipate the significant public cost associated with the maintenance of the street network and the negative impact of stormwater runoff from paved surfaces, including streets. This updated plan attempts to address the challenges listed above while setting the groundwork for a future that will include fewer personal vehicles and more shared vehicles, non-vehicular traffic, and eventually, autonomous transportation.

The Departments of Community Development and Public Works cooperatively developed this Thoroughfare Plan & Map to provide a total street system plan for the City of Peoria. This cooperative effort created a document that links the City of Peoria's Thoroughfare Plan & Map and the requirements contained within the Unified Development Code.
As the network does not terminate at the corporate boundaries of Peoria, the Plan shows connections between Peoria and the surrounding communities.

PURPOSE


PHOTO CREDIT: GOOGLE EARTH

The purpose of the Thoroughfare Plan & Map is to guide public and private sectors in future decisions involving street transportation networks. It will serve as an indication of the locations and capacities that need to be designed into the construction of new, or modifications to existing streets. More specifically, the goal of this plan is to:

1. Develop a transportation system for motorized, non-motorized vehicles, and pedestrians to ensure safe and efficient movement of people and goods throughout Peoria.
2. Identify locations where existing street width and lane dedication can be modified to accomplish Goal 1 and to reduce long-term maintenance costs and negative environmental impact.
3. Ensure streets serve existing and proposed developments to the greatest extent possible.
4. Increase the development of traditional grid street systems to move traffic more efficiently while reducing the need for unnecessary vehicle movement.
5. Create a logical street hierarchy that reduces unnecessary traffic in residential areas.
6. Implement the Complete Streets Policy adopted by the City Council in 2015. Specifically, to create streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can safely move along and across a street.

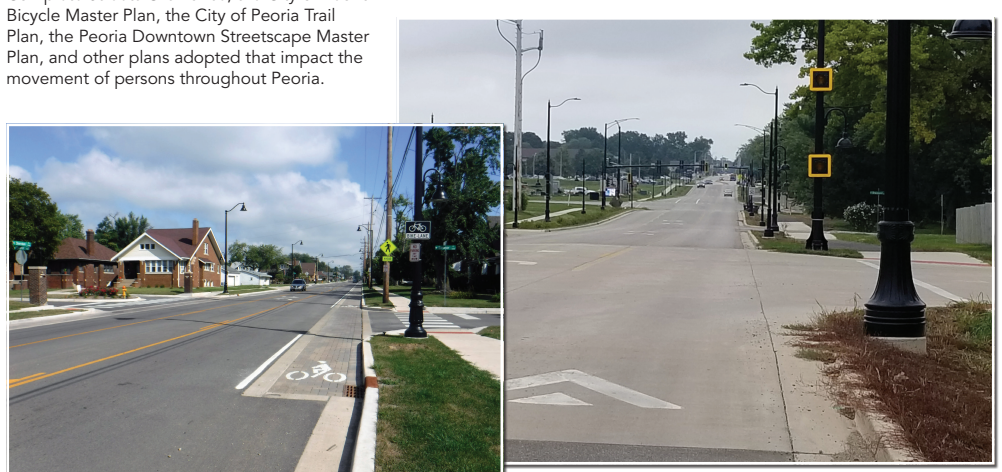
The street system of a city forms the skeleton on which the city is built. It fulfills the important functions of moving people and goods and providing access to property. A street can be a positive or negative influence on the various land uses within the city. A major street carrying large traffic volumes would have a negative effect within a residential neighborhood but would have a positive effect on commercial land uses. At the other extreme, a low carrying capacity street would have a positive influence in a residential area, while it would have a negative influence on commercial land uses. However, a street that is designed solely to quickly move traffic through commercial areas will achieve the goal of efficiently moving traffic while significantly deterring positive economic growth in the same area. A delicate balance of transportation needs and adjoining land uses is critical to the success of any street plan and every city.

The street system projected beyond the built-up, urbanized area will affect the locational preferences for future land uses. Land uses that need good access to major traffic flow, will locate on the designated major streets. At the same time, residential land uses will locate away from these major carriers, where a quieter place is possible. As zoning regulations are amended to promote more mixing of uses, it is important that the street network responds by re-introducing a grid network, thus allowing all types of traffic ease of access from one location to another. The dead-ends and cul-de-sacs of the 1970's – 1990's have quickly been replaced with more efficient, less expensive, and more accessible grids. This Plan will promote the continued expansion and adoption of connectivity among almost all street types.

Each street has certain design characteristics that allow it to function as intended. The standards already adopted by the City as the Complete Street Policy as well as the standards found in the Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (ITE) shall be incorporated into this Plan. Within the Form Districts, the street characteristics already adopted as part of the Unified Development Code shall be included in this Plan.

IMPLEMENTATION

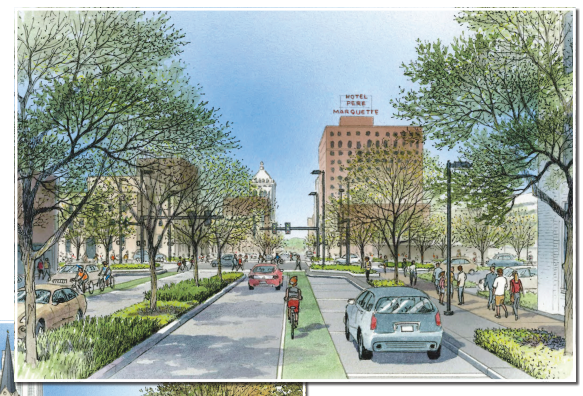
The implementation of the official Thoroughfare Plan Map will come about through various means. These include future federal, state, and local transportation initiatives and funding, the City of Peoria Unified Development Code, the City of Peoria Complete Streets Ordinance, the City of Peoria Bicycle Master Plan, the City of Peoria Trail Plan, the Peoria Downtown Streetscape Master Plan, and other plans adopted that impact the movement of persons throughout Peoria.

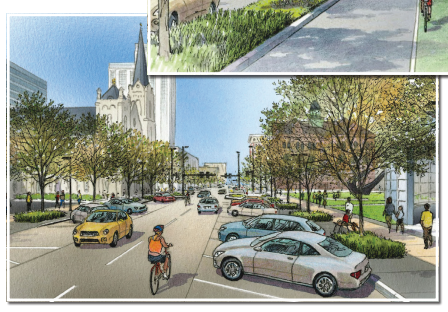


FUTURE CHANGES

This plan will support and enhance several additional changes to the existing Peoria street network.

1. The implementation of street network previously adopted for the Warehouse District through the Unified Development Code.
2. The elimination of Fulton Plaza as a single-use area.
3. The conversion of several one-way streets in Peoria to their original two-way design.
4. Support the implementation of the Bicycle Master Plan recommendations and additional bicycle facilities whenever possible and practical.
5. The return to a grid system of street design.
6. The adoption by reference of various infrastructure design guides published by NACTO. Including, but not limited to Urban Street Design, Urban Bikeway Design, and Transit Street Design
7. The development of several requests to be submitted to IDOT to reclassify roadways in Peoria.
8. The development of forward looking specifications in anticipation of the further development and implementation of autonomous transportation.
9. The development and adoption of a Complete Streets Manual for the City of Peoria.
10. The implementation of the Downtown Streetscape Master Plan.





AASHTO Classification System

- Interstate
- Freeway and Expressway
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
  - Commercial/ Industrial
  - Residential
  - Alleys

Context\Roadway	Suburban	Urban	Downtown
OPA			
Minor Arterial			
Major Collector			
Minor Collector			
Local Residential			
Local Commercial			

	Other Principal Arterials (Thoroughfare)	Minor Arterial (Thoroughfare)	Major Collector (Thoroughfare)	Minor Collector	Commercial/ Industrial Local Street	Residential Local Street
ITE Designing Walkable Thoroughfares designation	Boulevard	Boulevard/Avenue	Avenue	Avenue	Street	Street
Right-of-way	100 - 120 feet [1]	80 - 100 feet [1]	66 feet	66 feet	66 feet	60 feet
Pavement Width [2]	59 feet	37 feet	34 feet	34 feet	34 feet	26 feet 10 inch.
Lane Width	11 feet	10 - 13 feet	10 - 11 feet	10 feet	10 feet	10 feet
Median Width	10 - 14 feet[3]	10 - 14 feet[3]	10 - 12 feet[3]	10 - 12 feet		
On-Street Bicycle Accommodations	5 feet	5 feet	5 feet	5 feet		
Off-Street Bicycle Accommodations		10 feet	10 feet	10 feet		
Planting/buffer Strip	4 feet - 5 feet	4 feet - 5 feet	4 feet - 5 feet	4 feet	10 feet	10 feet
Sidewalk Width	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet
Parking	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Permitted
Primary Function	Supports long, efficient regional travel	Augments principal arterials, provides service to trips of moderate length	Local roadway system with lower traffic volumes and speeds than arterials	Connects major collectors to local roads	Service for individual commercial properties	Service for individual residential properties
Volume	Medium to High	Medium	Low to Medium	Low to Medium	Low	Low
Speed	Moderate (30-45)	Moderate (30-40)	Moderate (30-40)	Moderate (30-40)	Low (20-30)	Low (20-30)
Access Control	Recommended	Limited	Limited	N/A	N/A	N/A
Median	SOMETIMES	SOMETIMES	SOMETIMES	SOMETIMES	SOMETIMES	SOMETIMES

Notes: 1) Special design requiring additional R.O.W. needed at certain types of intersections; e.g. intersection expressway and arterial. 2) Edge-to-edge of pavement 3) Bi-directional turn lane 4) Form Districts have their own cross-sections and classifications. Sidewalks are required by the Unified Development Code along all public roadways.

CITY OF PEORIA

MOSSVILLE RD
ALTA LN
TRIGGER RD
ORANGE PRAIRIE RD
RADNOR RD
ALLEN RD
PIONEER PKWY
WILLOW KNOLLS DR
CHARTER OAK RD
UNIVERSITY ST
GLEN AVE
SHERIDAN RD
PROSPECT RD
LAKE AVE
RESERVOIR BLVD
FORREST HILL AVE
STERLING AVE
SOUTHPORT RD
WISCONSIN AVE
WESTERN AVE
LARAMIE AVE
AIRPORT RD
GARFIELD AVE
PFEIFFER RD

91 6 40 29 150 74 474 116 24

Camp Wokanda Park
Detweiller Park
Bay View Garden
Spring Bay
Forest Park Nature Center
Expo Gardens
Proctor Hospital
Peoria Heights
Springdale Cemetery
Illinois Central College-E Peoria
Tenmile Creek
Spring Creek
Woodford
Peoria
Tazewell
Marquette Heights

Upper Peoria Lake
Illinois River
Lower Peoria Lake

N W E S

LEGEND

- Interstates
- Freeway and Expressway
- Other Principal Arterial
- Minor Arterial
- Proposed - Minor Arterial
- Major Collector
- Proposed - Major Collector
- Minor Collector
- Proposed - Minor Collector
- Local Road or Street
- Proposed - Local Road or Street

HANSON
Hanson Professional Services Inc.

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