An aerial photograph of Peoria, Illinois, with a dense network of blue lines overlaid on the map. These lines represent a proposed street network, including main thoroughfares, local streets, and green streets. The map shows a mix of residential, commercial, and industrial areas, with a river visible on the right side. The text 'PEORIA COMPLETE STREETS GREEN STREETS' is prominently displayed in the upper right quadrant in a bold, blue, sans-serif font.

PEORIA COMPLETE STREETS GREEN STREETS



**“Walkable Complete Streets,
Streets for Pedestrians, Bicycles,
Automobiles and Accessibility for
all Users”**



1 MAIN - FLORA



2 MAIN- GLENN OAK



3 MAIN - GLOBE



4 MAIN - GLENDALE



5 MAIN - PERRY



6 MAIN - MONROE



7 MAIN - MADISON



8 MAIN - JEFFERSON



9 MAIN - ADAMS



9 MAIN - ADAMS



10 MAIN - WASHINGTON



11 MAIN - WATER



1 ADAMS - FAYETTE



1 ADAMS - FAYETTE



2 ADAMS - HAMILTON



2 ADAMS - HAMILTON



3 ADAMS - MAIN



3 ADAMS - MAIN



4 ADAMS - FULTON



4 ADAMS FULTON



5 ADAMS - LIBERTY



5 ADAMS - LIBERTY



6 ADAMS - HARRISON



6 ADAMS - HARRISON



2.4

PEORIA DISTRICTS

The study area is comprised of five (5) distinct districts with consideration given to the historical Near Northside District and its key project adjacency. The Design Team and Steering Committee noted that a cohesive plan could unify downtown Peoria but the unique character of each district should be maintained. The team identified that the transition between the Medical District and Central Business District needed to be strengthened.

Randolph - Roanoke District

11 City Blocks
17 Intersections
38 Block Faces

Medical Center District

8 City Blocks
14 Intersections
34 Block Faces

Central Business District

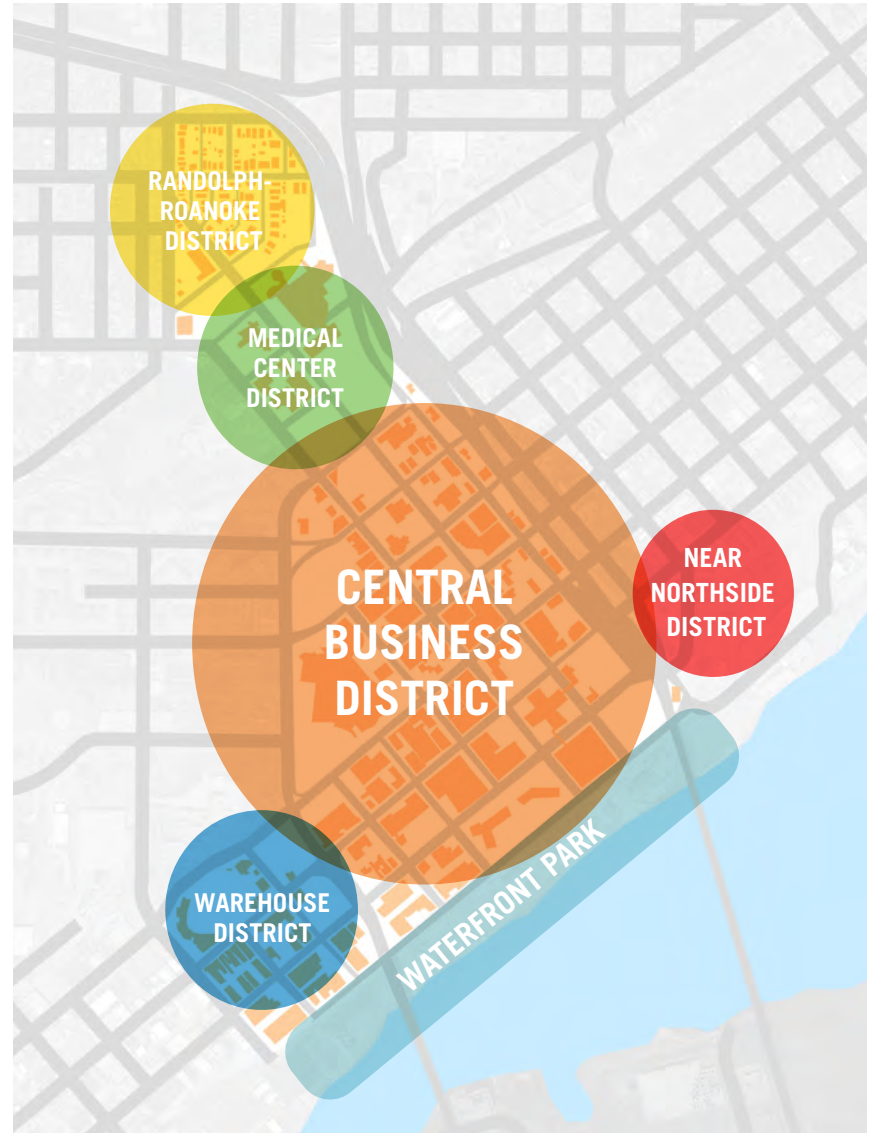
35 City Blocks
42 Intersections
140 Block Faces

Warehouse District

11 City Blocks
18 Intersections
49 Block Faces

Waterfront District

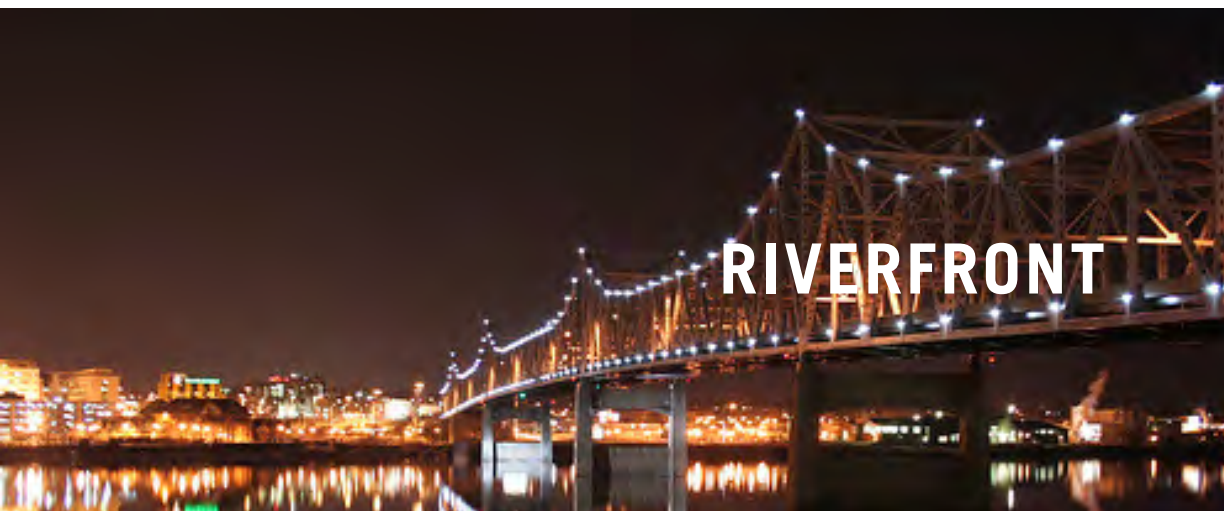
5 City Blocks
5 Intersections
9 Block Faces



Peoria District Diagram



HISTORY



RIVERFRONT



CHARACTER



CULTURE

NOTES

← replace with greenspace or bike parking

- Too much car parking (red x's)
- More outdoor seating for businesses along:
 - Main
 - Water
 - Adams
 - Fulton (Pedestrian thoroughfare)

- Lower speeds, smaller/less lanes:
 - Jefferson
 - Adams

- SEPARATED BIKE LANES**
- BIKE PARKING**
- Make Madison beautiful!
- RECYCLING**
- Consistent lighting/banners
- dark sky considerate
- WAYFINDING SIGNAGE**
- BUS SHELTERS**
- MID-BLOCK XINGS**
- Eliminate all 1 way streets

car parking = 10 bike parking

NOTES

I ONE FOWNTOWN WITH DISINCT NEIGHBORHOODS/DISTRICTS

- I I TRANSECT**
- I STUDY AREA COULD TERMINATE @ KUMPF..... OR AT LEAST COMPLETELY DIFFERENT STREETS IN HOSPITAL/HISTORIC DISTRICT.**
- I MIRRORRED/CONSISTENT TREATMENT ON BOTH SIDES OF STREET ("COORDINATED")**
- I MINIMIZE CURB CUTS & BLANK W**
- I TIGHT RADIUS @ INTERSECTIONS**
- I PROTECTED BIKE LANES (PHYSICAL BARRIER)**
- I MID-BLOCK CROSSINGS (GOOD POTENTIAL IN DEP AREA)**

NOTES

- MORE CONVENIENT ON-STREET PARKING
- TWO-WAY STREETS VS. ONE-WAY
- NARROWER STREETS/TRAFFIC CALMING
- RHYTHM KITCHEN-STREET SEATING ☺
- STREET SCAPING (TREES) ☺
- CONSIDER FUNDING SOURCE FOR MAINT
- WAY FINDING/SIGNAGE (I.D. DISTRICTS DISTINCT AREAS)
- SEATING
- PAVING MATERIALS/DURABLE & ATTRACTIVE
- ROUNDABOUT ☺
- PUBLIC TRANSPORTATION (E.G. BUS STOPS)
- CONNECTIVITY OF BIKE LANES (E.G. TO RIVER REC. TRAIL)
- FULTON PLAZA - INEFFECTIVE
- ARTWORK (SCULPTURE WALK ☺)

NOTES

- Better utilization of Fulton Plaza
- Reopen Fulton to traffic
- Mismatched block faces
- Inconsistent tree
- Some pedestrian feel, some not
- Hamilton too wide
- Crazy elevation of curb in 300 block Main
- Need more than Washington done!
- Food trucks plaza
- Inconsistent lighting - style & placement
- Good access to River from Hamilton & Main
- Better bike connections
- No real bike infrastructure
- Broken pavement
- No wayfinding
- No indication of public parking
- Puddles!!
- No stormwater capture
- Activation street limited to workday & seasons
- Lack of tree canopy
- No shade
- Questionable value of one-way impact on business
- Strange crosswalk (dogleg) @ Hamilton & Washington
- No real sidewalk on West side of Water Court block
- Poor light quality - Dark sky lighting
- Jay walking - no barriers or clear pedestrian path
- Traffic too fast
- Street name signs too inconspicuous
- 1-7th off ramps too steep & wide
- Traffic around Civic Center confusing

- * KEEP THE RIVER VISIBLE
- * DEVELOP CAFES CLOSE TO RIVERFRONT
- * MORE CONSISTENT SIDEWALK
- * NARROWER STREETS
- * MORE PEDESTRIAN MALLS
- * ADD PARKLET
- * PEDESTRIAN AND BICYCLE CONNECTIV
- * MORE STREET TREE'S; FLOWERS
- * RECLAIM STREET (ROAD DIET)
- * NEED ADDITIONAL BUS SHELTERS
- * STREETSCAPE THEME VARIETY
- * KEEP VEHICLE BALANCE FOR COMMERCE AND COMMUTERS

Public Workshop #1
Group Walking Tours Notes



Illustrative Master Plan

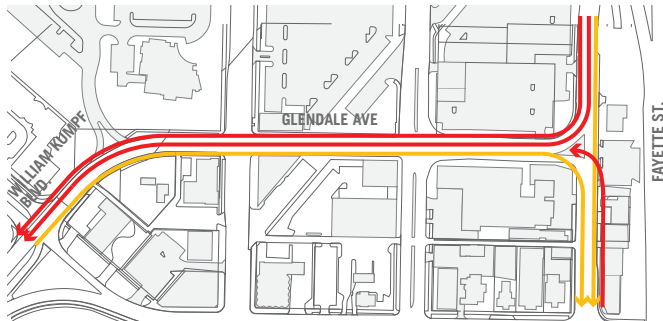
4.31

KEY TRANSITION

GLENDALE AVENUE AT FAYETTE STREET

PROPOSED ALIGNMENT

Provide for a two-way street on Glendale Avenue and William Kumpf Boulevard. Provide a single north turning to northeast bound lane between Perry Avenue and Fayette Street.



Travel Lane

Travel Lane









Medical Center Park

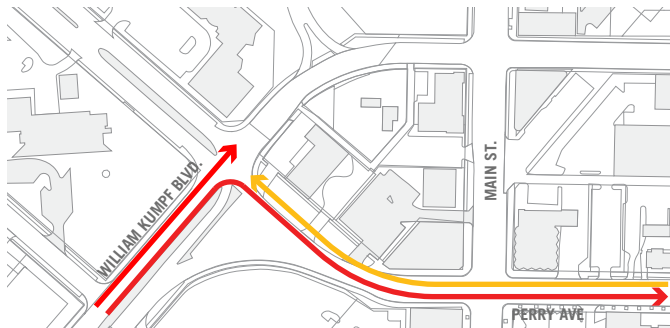
4.32

KEY TRANSITION

PERRY AVENUE AT WILLIAM KUMPF BOULEVARD

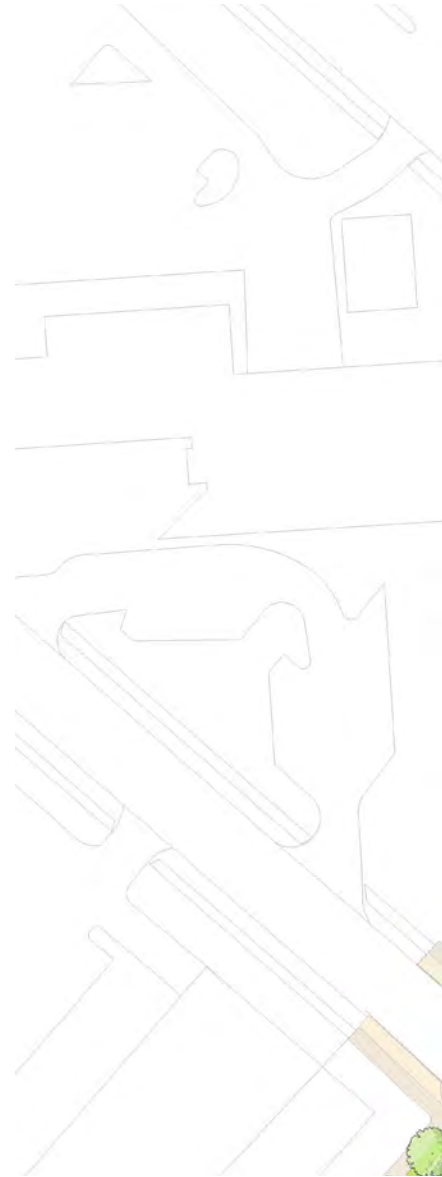
PROPOSED ALIGNMENT

Provide for a two-way street on Perry Avenue connecting the Near Northside Neighborhood on the east to the Goose Lake Neighborhood on the west.



Travel Lane

Travel Lane





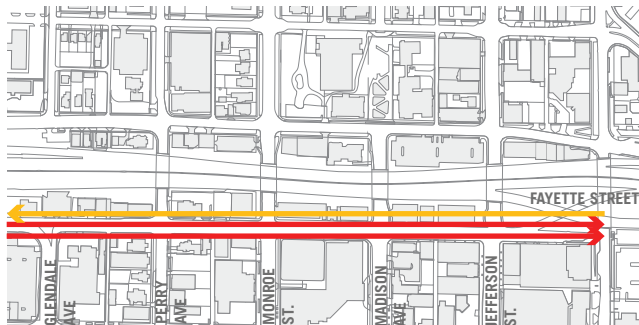
4.33

KEY TRANSITION

FAYETTE STREET

PROPOSED ALIGNMENT

Provide for a two-way street on Fayette Street by adding a single northbound lane between Glendale Avenue and Jefferson Street.



Travel Lane

Travel Lane





4.34

KEY TRANSITION

ADAMS STREET & JEFFERSON STREET

PROPOSED ALIGNMENT (PHASE ONE)

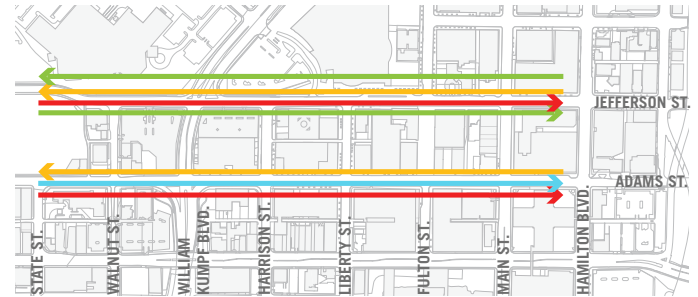
Reduce the number of one-way lanes on the pair of Jefferson Street and Adams Street down to 3 lanes with a dedicated bike lane. Lane width should be expanded to accommodate an additional bike lane in the future two-way configuration.



Travel Lane
Travel Lane
Bike Lane

PROPOSED ALIGNMENT (PHASE TWO)

Transition the one-way pair of Jefferson Street and Adams Street to two-way streets. The roadway configuration will provide for one lane in each direction with a center turn lane. A second bike lane will be provided on each roadway alignment.



Travel Lane
Travel Lane
Center Turn Lane
Bike Lane



4.35

KEY TRANSITION

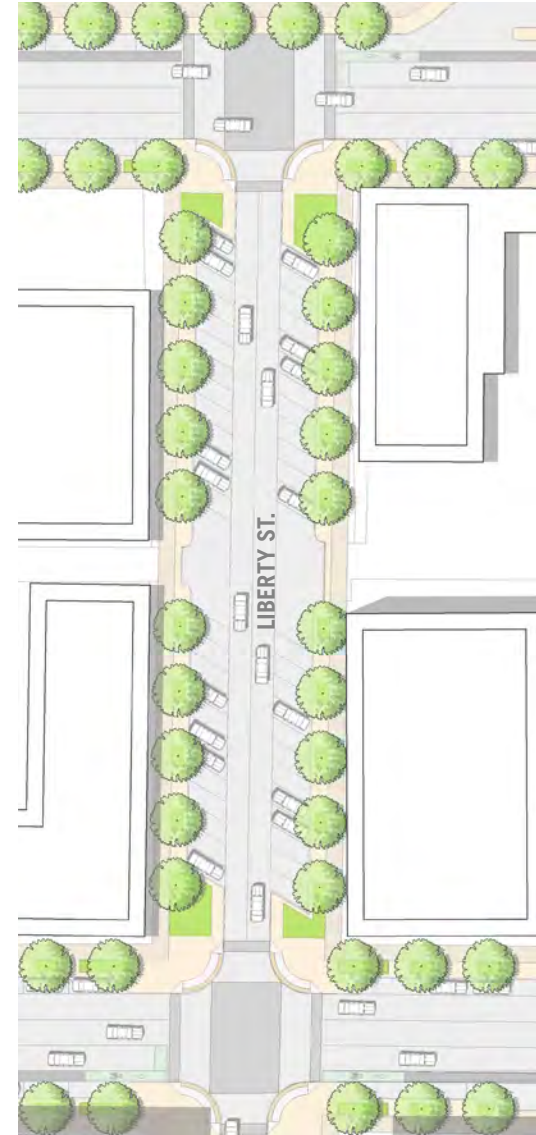
FULTON PLAZA

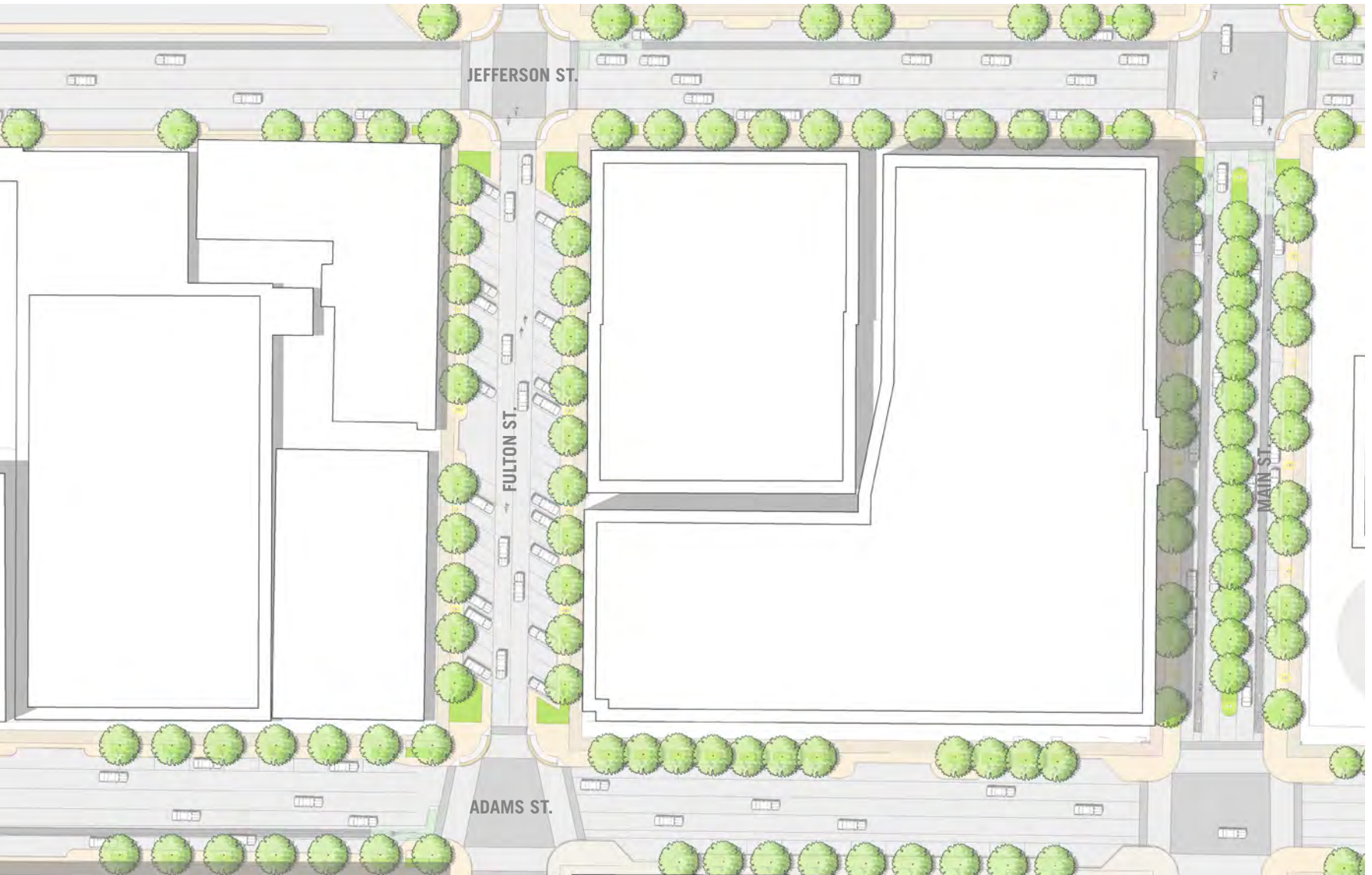
PROPOSED ALIGNMENT

Provide for a two-way street on Fulton Street between Adams Street and Jefferson Street to accommodate two-way traffic from Monroe Street to Washington Avenue.



Travel Lane
Travel Lane







STOREFRONT ZONE

PEDESTRIAN ZONE

AMENITY ZONE

STREET ZONE

*Traffic Lane
Typical 11'-0"*

*Bike Lane
On Street Parking Parallel 8'-0"
Street trees planting, bench, trash, light poles, bike rack, banner pole
Side Walk*

Storefront Zone (Cafe Zone)

- Dining zone - 6'-0" to 8'-0" for tables and chairs
- Railing in areas serving adult beverages

Pedestrian Zone (Clear Zone)

- 8'-0" with 6'-0" minimum width for pedestrian circulation
- Maximum 2% cross slope
- Detectable warning at crosswalks

Amenity Zone

- 6'-0" minimum width (8'-0" preferred)
- Trees at 22'-0" on center minimum
Option A or 33'-0" on center Option B
- Ornamental planting (native and adaptive)
- Bike racks
- Benches
- Waste receptacles
- Light standards for roadways and pedestrian

Street Zone

- On-street parallel parking, 22'-0" length 8'-0" width
- On-Street 60 degree angled parking at 18'-6" length 9'-0" width
- 5' minimum width striped bike lane
- Sharrow bike lane if no dedicated lane is possible
- 11'-0" minimum width traffic lanes

COMPLETE STREET SECTION



STOREFRONT, PEDESTRIAN AND AMENITY ZONE

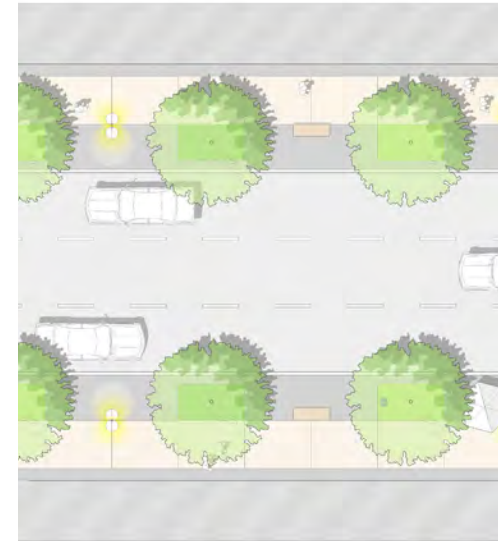
Sidewalk cafes, planter pots and storefront seating are highly encouraged to promote activity and interest. The sidewalk zone should be kept clear to allow for comfortable pedestrian circulation. The amenity zone includes a number of vertical elements that provide separation between the sidewalk and the roadway. This zone should include enhanced paving along with native and adaptive planting.

COMPLETE STREET PLAN AND ELEVATION

Street configurations were studied in plan and section to help the design team understand the spacial layout of parking layout and access, street and pedestrian lighting, street tree layout and perennial planting, as well as streetscape amenities including parking meters, benches and bike racks.

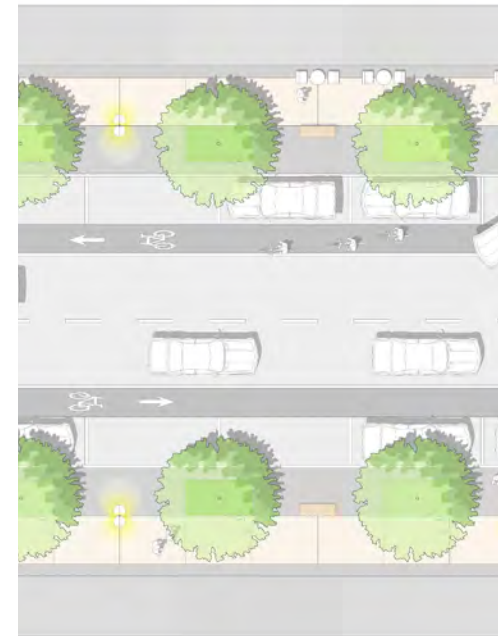
2-LANES WITH 1-LANE

GLENDALE AVENUE



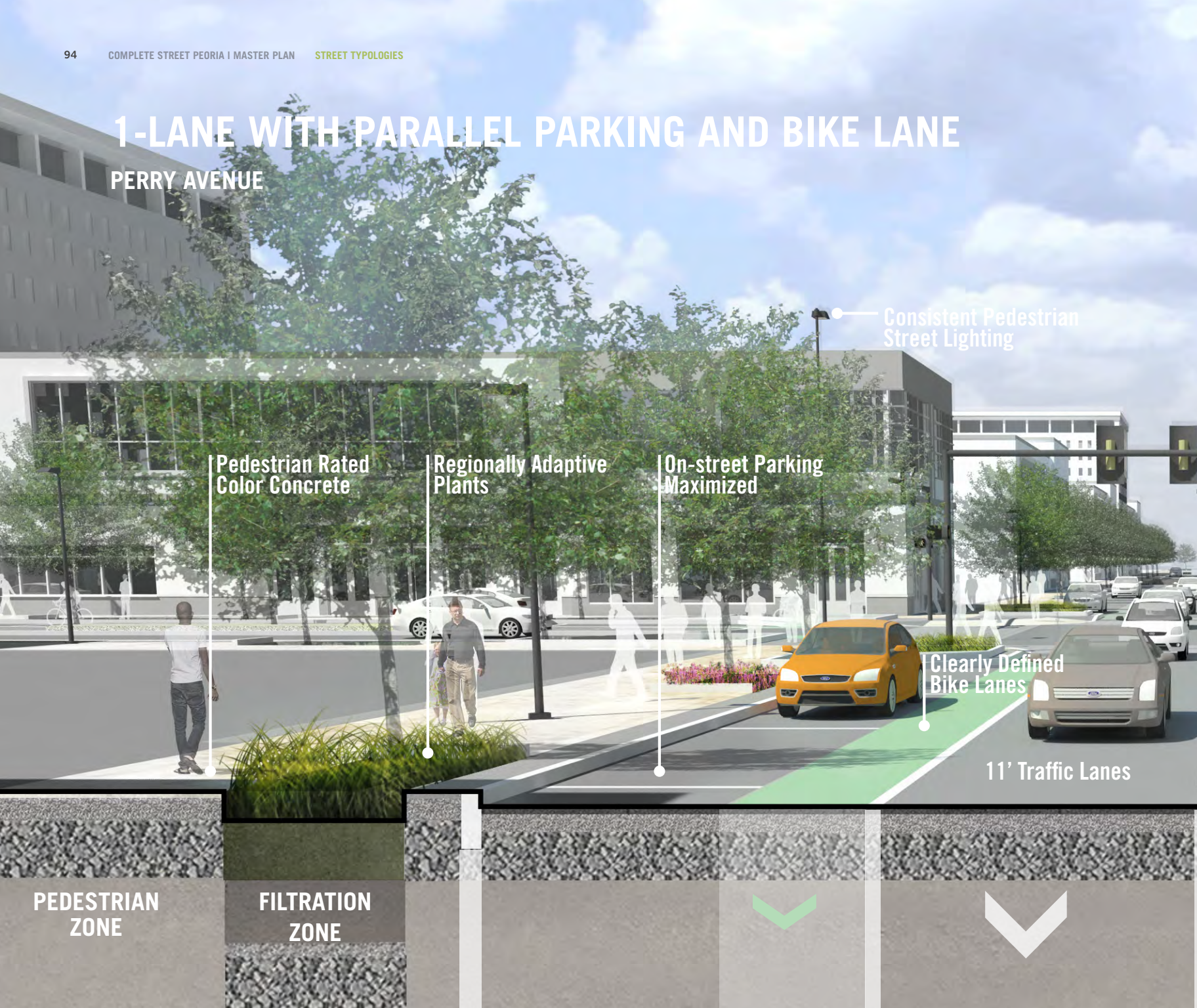
1-LANE WITH PARALLEL PARKING AND BIKE LANE

PERRY AVENUE



1-LANE WITH PARALLEL PARKING AND BIKE LANE

PERRY AVENUE



Consistent Pedestrian Street Lighting

Pedestrian Rated Color Concrete

Regionally Adaptive Plants

On-street Parking Maximized

Clearly Defined Bike Lanes

11' Traffic Lanes

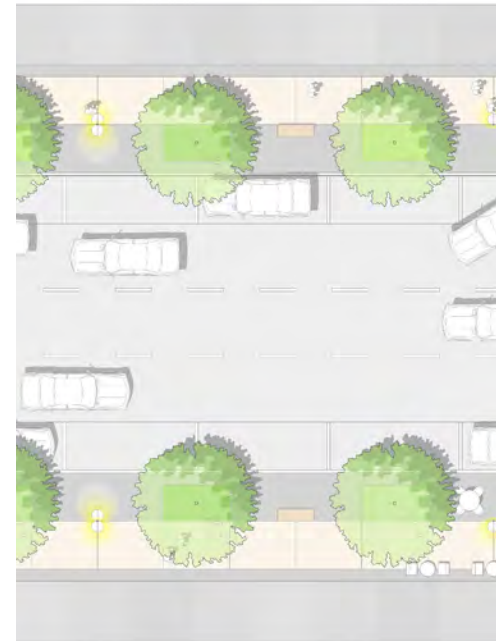
PEDESTRIAN ZONE

FILTRATION ZONE



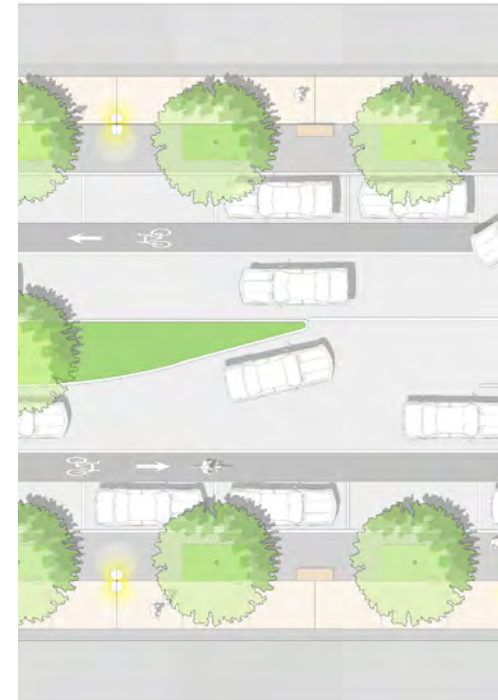
2-LANES WITH 1-LANE AND PARALLEL PARKING

FAYETTE STREET



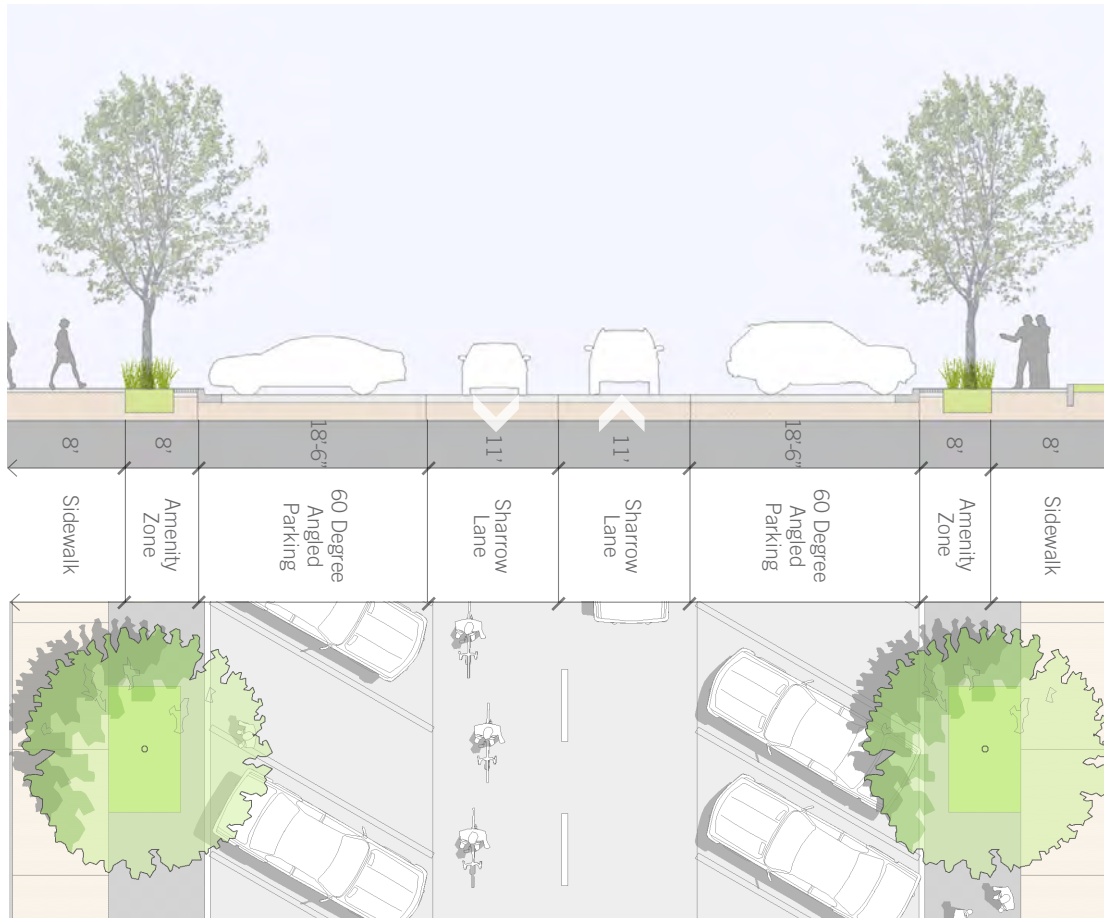
1-LANE WITH PARALLEL PARKING, BIKE LANE AND CENTER TURN LANE

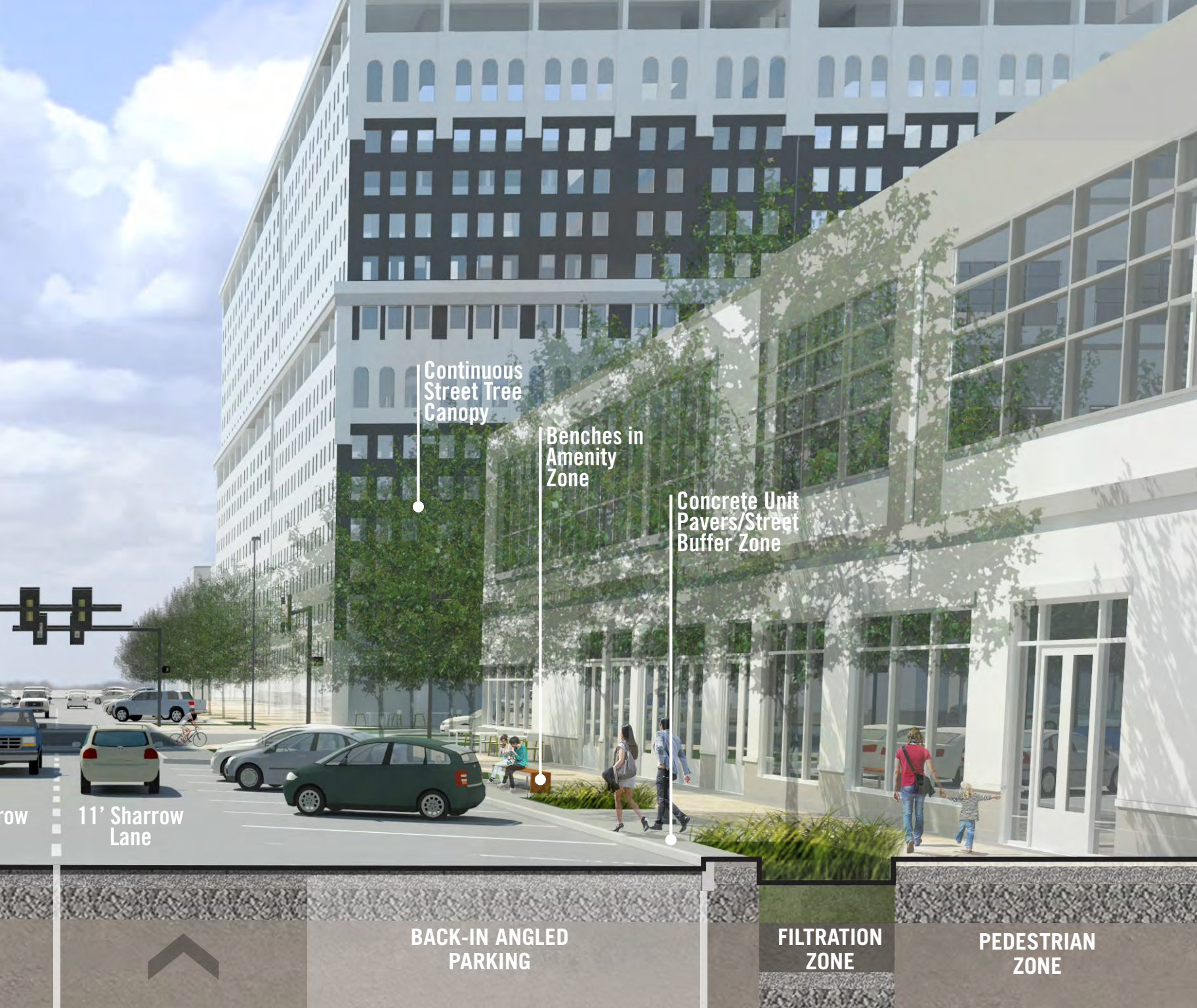
ADAMS STREET AND JEFFERSON STREET (PHASE TWO)



1-LANE WITH BACK-IN ANGLED PARKING AND SHARROW LANE

MADISON, MONROE, FULTON, LIBERTY





Continuous
Street Tree
Canopy

Benches in
Amenity
Zone

Concrete Unit
Pavers/Street
Buffer Zone

row
11' Sharrow
Lane

BACK-IN ANGLED
PARKING

FILTRATION
ZONE

PEDESTRIAN
ZONE

1-LANE WITH PARALLEL PARKING, BIKE LANE AND MEDIAN

HAMILTON STREET AND MAIN STREET



1-LANE WITH PARALLEL PARKING, BIKE LANE AND MEDIAN

HAMILTON STREET AND MAIN STREET



Consistent
Pedestrian
Street Lighting

Pedestrian Rated
Color Concrete

Regionally Adaptive
Plants

On-street Parking
Maximized

Central
Landscaping

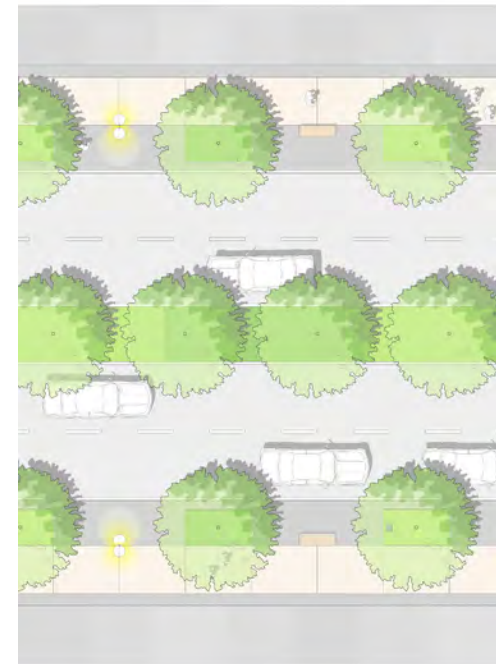
PEDESTRIAN
ZONE

FILTRATION
ZONE



2-LANES WITH MEDIAN

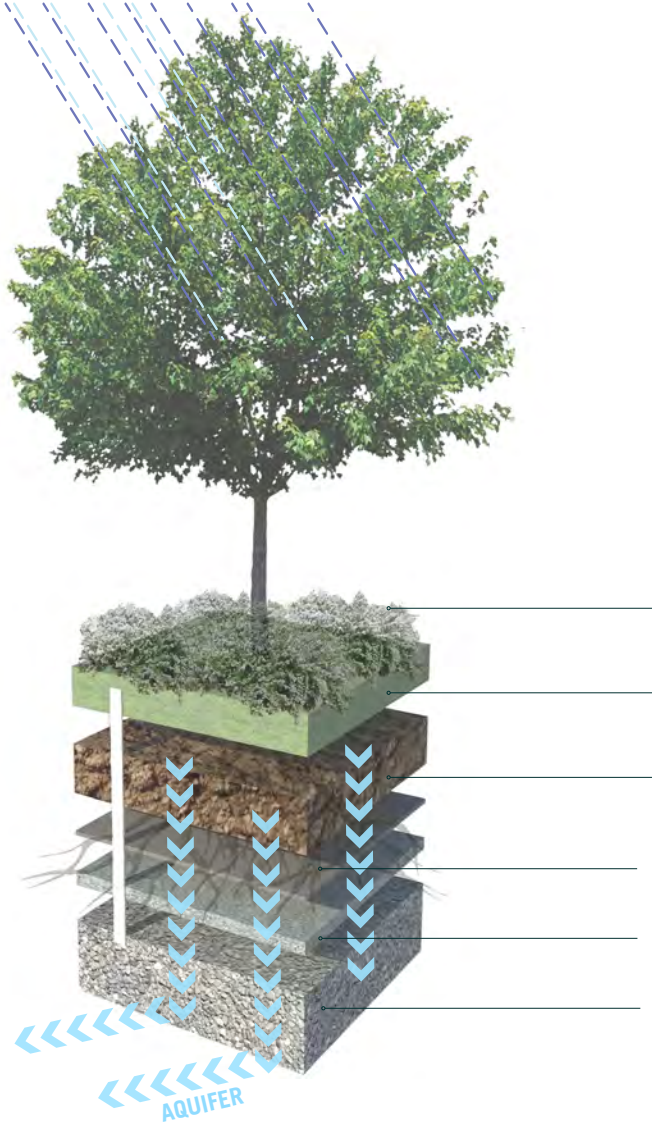
WILLIAM KUMPF BOULEVARD



ECO-STREET

SELF-MITIGATING STREETScape SECTION

RAIN EVENT



[Bio-Retention Infiltration System]

Bio-retention areas function as a soil and plant based stormwater runoff filtration device/process that remove sedimentation and contaminants through a variety of physical and chemical treatment processes. This process includes the capture or routing, collection of water and the infiltration of water back into the groundwater system. Filtration will include plant material, a treatment soil profile, geotextile fabric, pea gravel layer, and gravel infiltration facility. Overflow stacks will provide relief to the system should excessive amounts of stormwater pass through basins.

REGIONALLY-ADAPTIVE PLANTS

Natives and adapted species reduce maintenance & water needs and create habitat.

OVERFLOW STACK (24")

Provides relief to the system should excessive amounts of stormwater pass.

BIO-RETENTION SOIL (24")

Soil mix used in bio-retention systems for determining flow control and water quality treatment performance.

FILTER FABRIC (2")

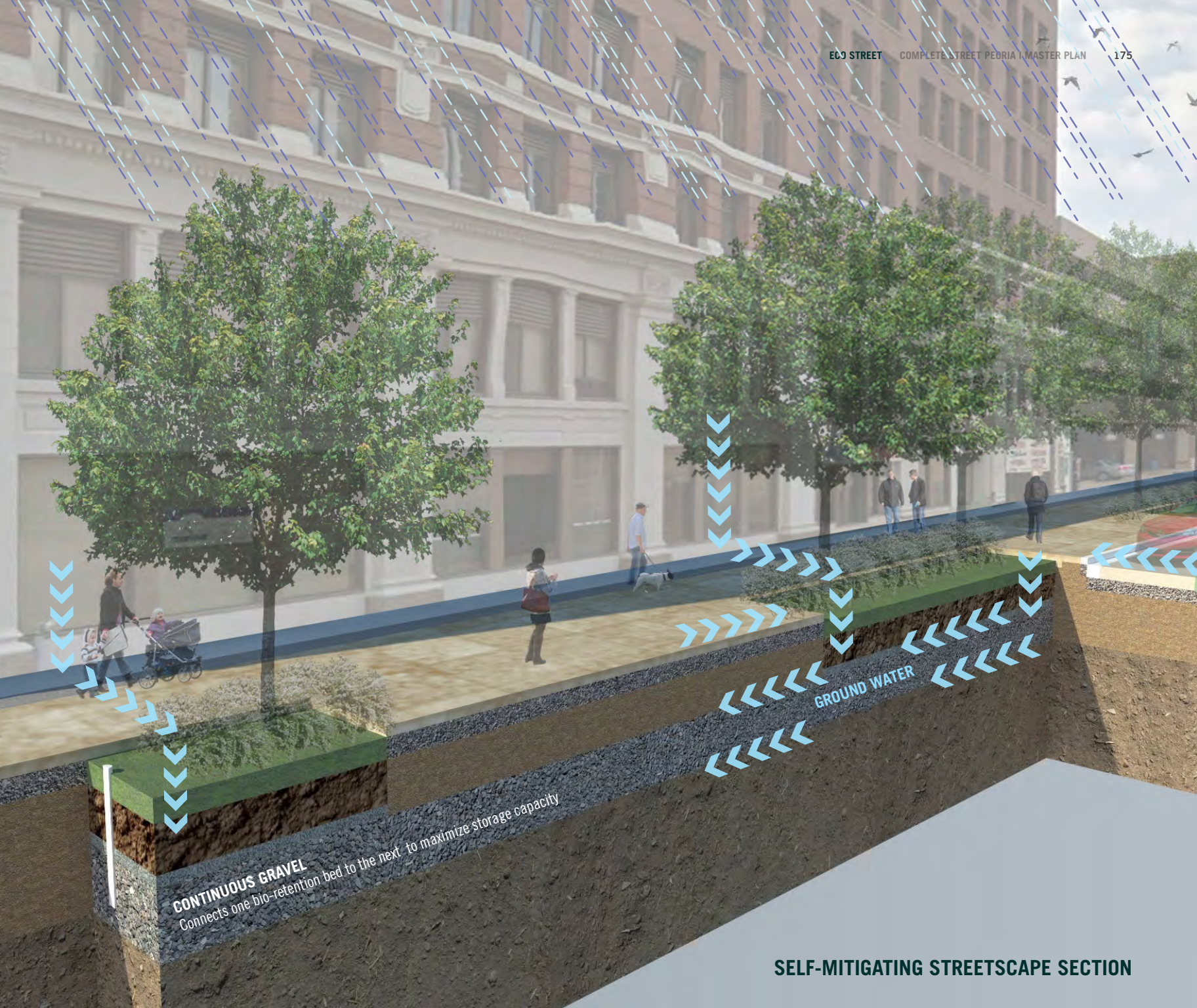
Filters and treats runoff

PEA GRAVEL (6")

Filters and treats runoff

GRAVEL (30")

Functions as a second filter and treatment to the runoff



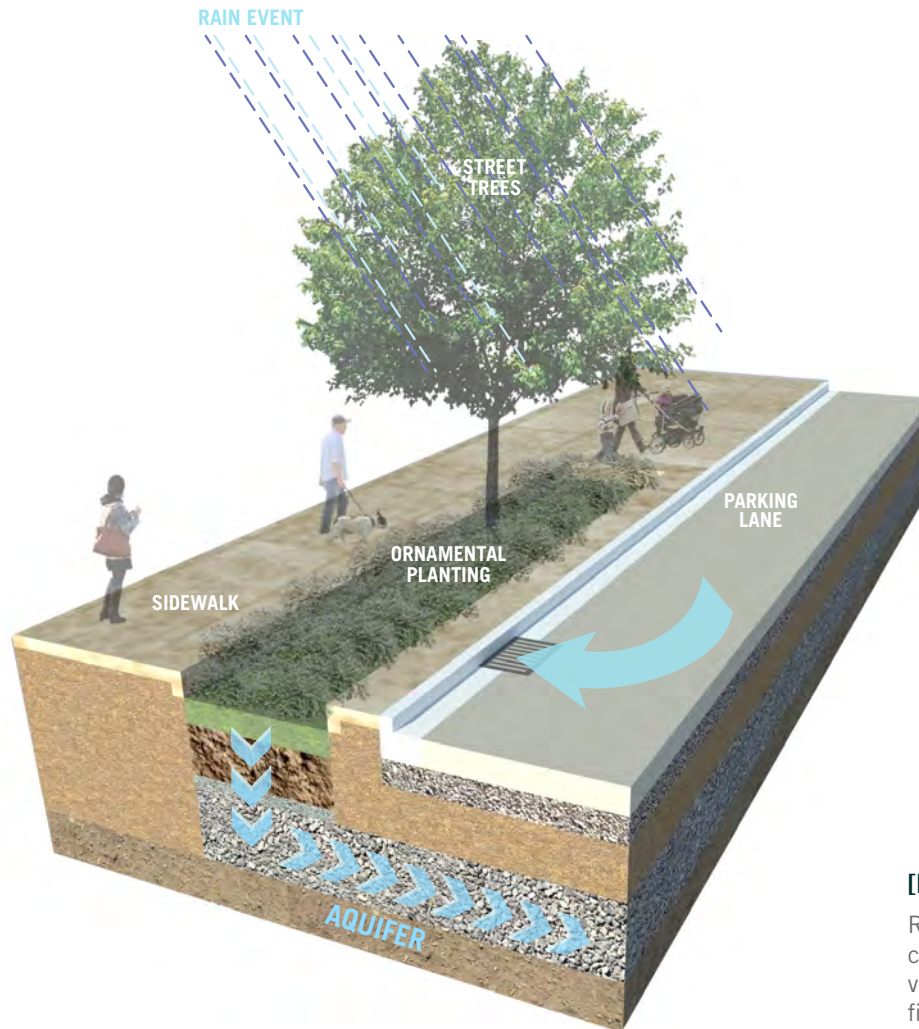
CONTINUOUS GRAVEL
Connects one bio-retention bed to the next, to maximize storage capacity

GROUND WATER

SELF-MITIGATING STREETScape SECTION

ECO-STREET

BIO-RETENTION INFILTRATION SYSTEM

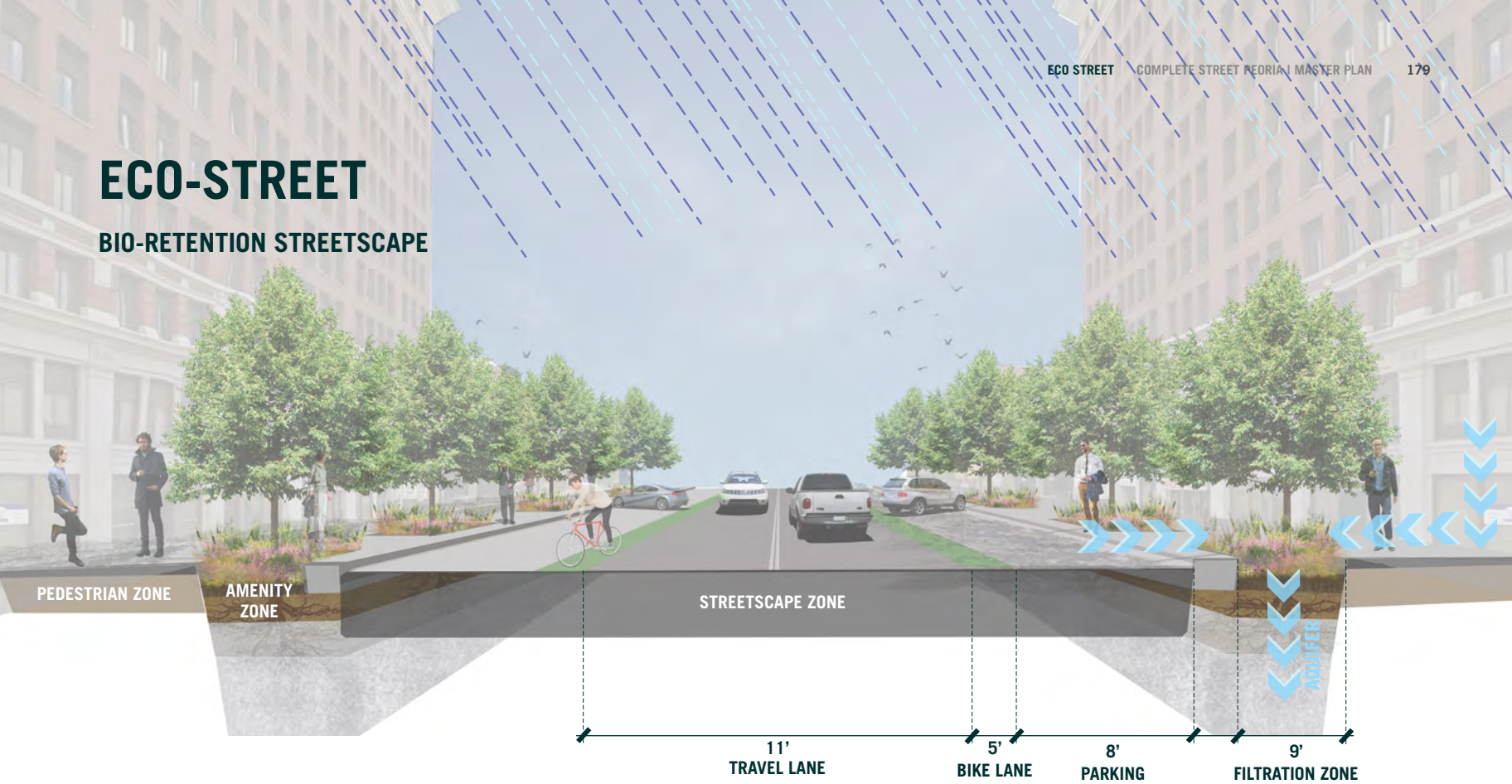


[Roadway Collection]

Road way water sheet flows to the adjacent curbs where it is channeled and captured in a storm drain box slowing water velocity. The water is then channeled via pipe to the collection filtration zone where it finds its way back into the ground water.

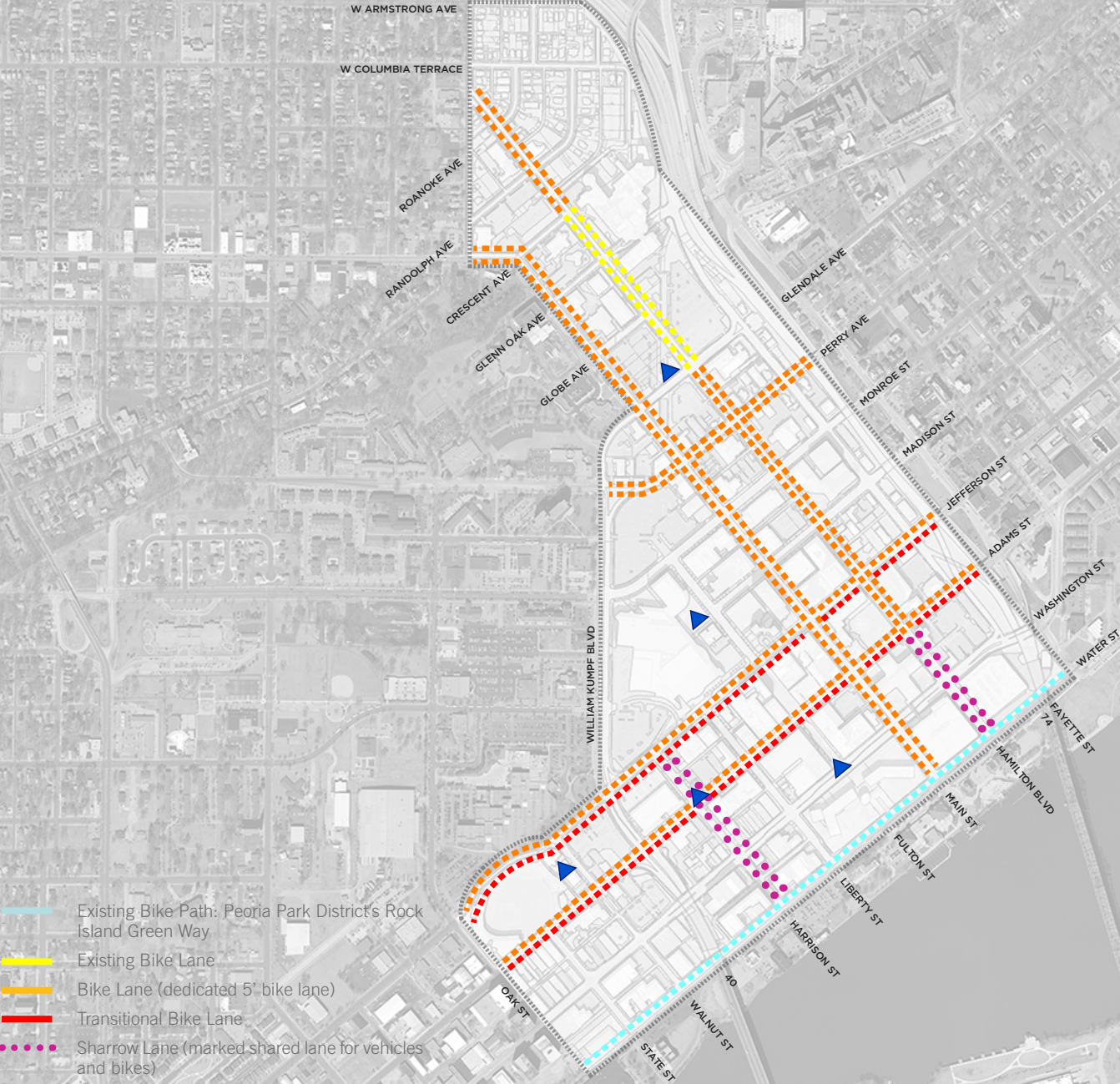
ECO-STREET

BIO-RETENTION STREETScape



[Eco-Street Section]

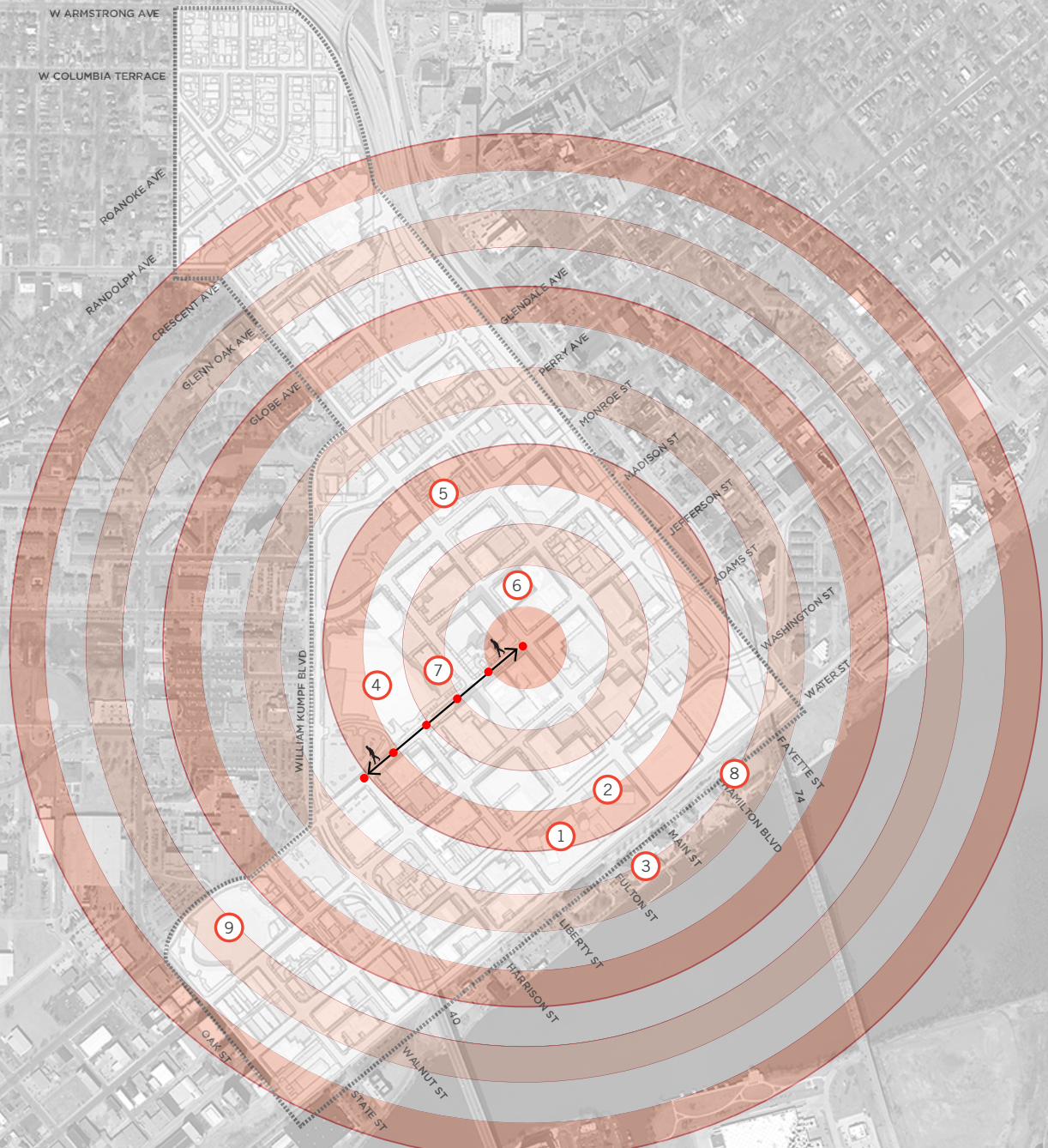
The Eco-Street Section or Green Stormwater Infrastructure will allow the City of Peoria to reduce or even eliminate the current stormwater. This shift will serve as a model for other communities who face similar water quality issues related to Combined Sewer Overflow (CSO.) With an Eco-Street Framework, Peoria will lighten the environmental footprint of the city and enhance the quality of life and Peoria Riverfront.




- Existing Bike Path: Peoria Park District's Rock Island Green Way
- Existing Bike Lane
- Bike Lane (dedicated 5' bike lane)
- Transitional Bike Lane
- Sharrow Lane (marked shared lane for vehicles and bikes)
- Bike Share (rental location)



WALKABILITY DIAGRAM



 5 min. Walking Radius

-  1 Peoria Riverfront Museum
-  2 Caterpillar Visitors Center
-  3 Spirit of Peoria
-  4 Civic Center
-  5 Peoria Public Library
-  6 County Courthouse Plaza
-  7 Peoria City Hall
-  8 Gateway Building
-  9 Dozer Park

CONVENTION CENTER PARK



- | | | | | | | | |
|---|--------------------|---|------------------|---|----------------------|----|---------------|
| 1 | Travel Lane | 4 | Planted Median | 7 | Architectural Canopy | 10 | Water Feature |
| 2 | Accessible Parking | 5 | Street Trees | 8 | Sculpture | 11 | Event Lawn |
| 3 | Cross Walk | 6 | Ornamental Trees | 9 | Courtyard | | |





MEDICAL CENTER PARK WEST



- | | | | | | | | |
|---|--------------------|---|----------------|---|---------------------|----|----------------------|
| 1 | Travel Lane | 4 | Bike Lane | 7 | Ornamental Trees | 10 | Courtyard |
| 2 | Accessible Parking | 5 | Planted Median | 8 | Ornamental Planting | 11 | Children's Play Area |
| 3 | Cross Walk | 6 | Street Trees | 9 | Sports Field | 12 | Event Lawn |

MEDICAL CENTER PARK EAST






LIBRARY SQUARE



- | | | | | | | | |
|---|--------------------|---|----------------|---|---------------------|----|----------------------|
| 1 | Travel Lane | 4 | Bike Lane | 7 | Street Light | 10 | Architectural Canopy |
| 2 | Accessible Parking | 5 | Planted Median | 8 | Ornamental Trees | 11 | Event Lawn |
| 3 | Cross Walk | 6 | Street Trees | 9 | Ornamental Planting | 12 | Courtyard |





An architectural rendering of a modern city street. On the right, a tall, multi-story building with a dark facade and numerous windows. The street is lined with lush green trees and a sidewalk with outdoor seating. A cyclist is riding on a green-paved bike lane, and several cars are driving on the road. Pedestrians are walking on the sidewalk. The sky is blue with light clouds.

“Streets are places of social and commercial encounter and exchange. They are where you meet people”

Allan B. Jacobs, Complete Streets