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DATA COLLECTION AND ANALYSIS

INTENT

During the Data Collection and Analysis Phase the Design Team surveyed the existing conditions of the project boundary, adjacent districts and neighborhoods. The Steering Committee provided valuable historic insight along with current and proposed community planning efforts and thought processes.

The team walked each of the 28 street alignments to gain an understanding of Peoria's character. This analysis looked at the figure-ground relationships, topography, open space, building scale and character, street wall and gaps, key activity nodes and view corridors. This walking analysis also allowed the team to understand accessibility, urban amenities and overall walkability. The city was then driven to allow the team to experience the city from the viewpoint of a motorist. This driver's perspective helped to identify the contrasting circulation challenges and opportunities of the differing user groups. Each corridor was carefully documented with notes and photographs to record these first impressions of the Peoria streetscape.

Additional data was collected as part of the public workshop process;

#1 Site walk/ team presentations

#2 Preliminary intervention diagramming and discussion

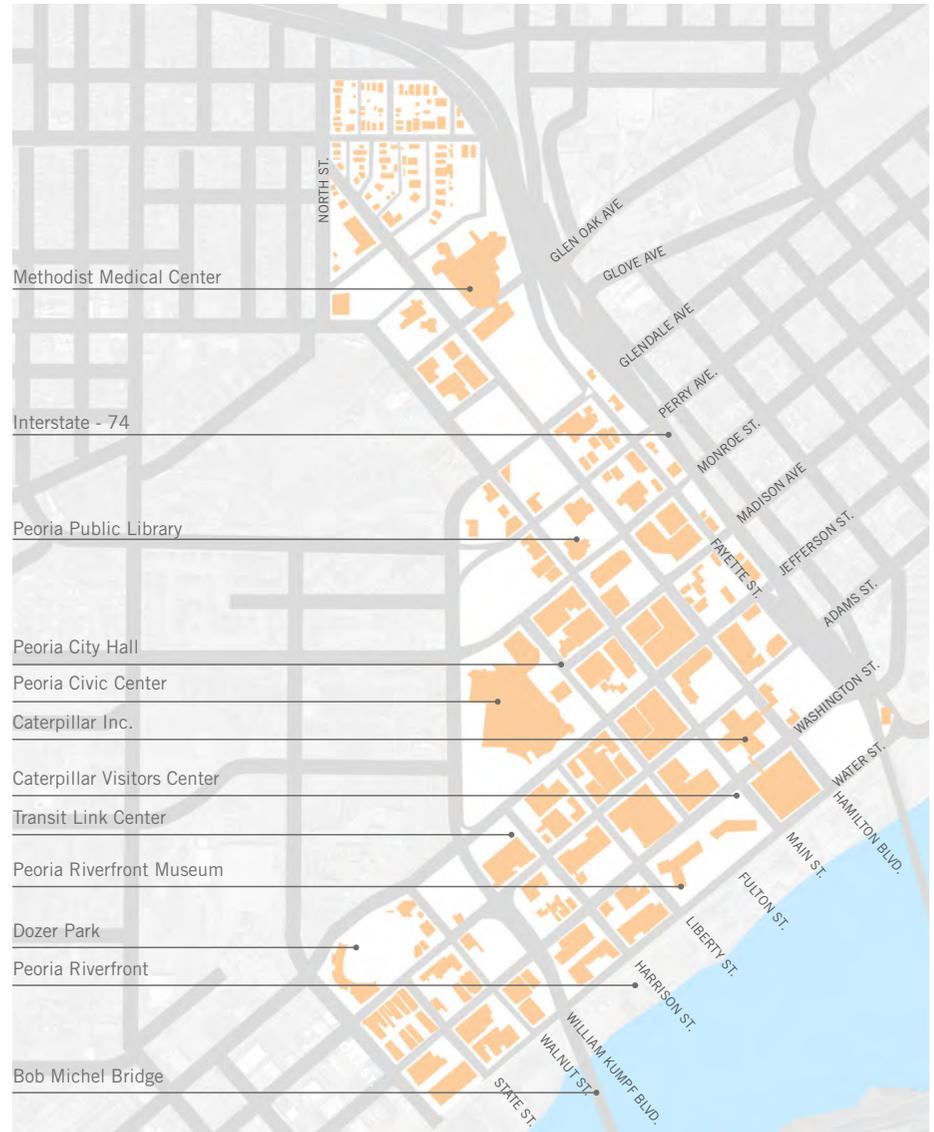
#3 Public comment

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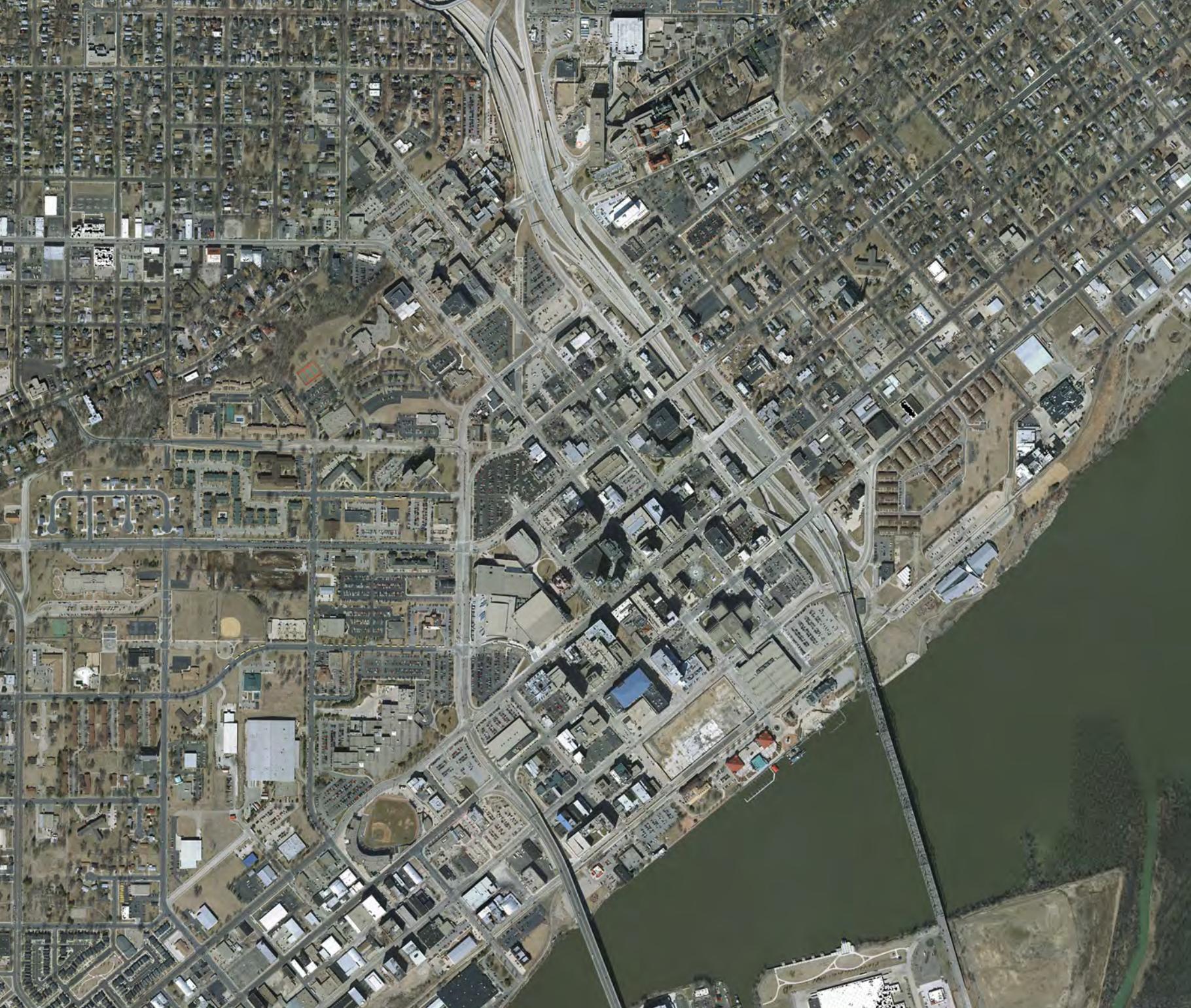
PEORIA EXISTING CONDITIONS

The documenting of the street character also looked at street widths, building patterns, the urban forest, and existing design and lighting features. One of the tours was made after a winter storm event. This storm helped the team understand the process required in dealing with snow removal, storage and management.

Street sections were prepared for each alignment to illustrate the proportion of the storefront zone, pedestrian zone, amenity zone, parking condition, lane widths and median widths. This documentation established a baseline for contrasting the existing with proposed street typologies.

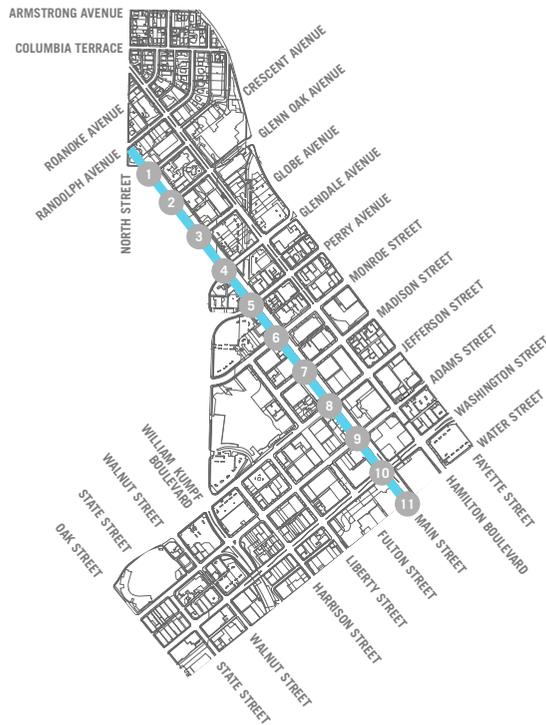


Peoria Existing Condition Plan



2.2

SITE ANALYSIS



MAIN STREET

Main street plays an important role in the connection between residential neighborhoods in the West, as well as students at Bradley University, to downtown Peoria. Main street meets the Illinois Riverfront, as well as intersects main North-South roads and downtown attractions. It needs to be pedestrian and vehicle friendly.

SUMMARY FINDINGS

1. Connection to the Central Business District from Bradley University, the Cottage District and the Orchard District.
2. Peoria Riverfront connection, core-to-shore corridor.
3. CityLink Transportation corridor.
4. Consistent street wall through the Central Business District.
5. Mature tree canopy along the corridor.
6. The bollards at the court house are a dominant feature in the streetscape.
7. Elevation change from north street through the medical center.
8. Key connections include center stage on the Riverfront, Caterpillar museum, Main Street Retail corridor, downtown library and the medical center.

1 MAIN - NORTH



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

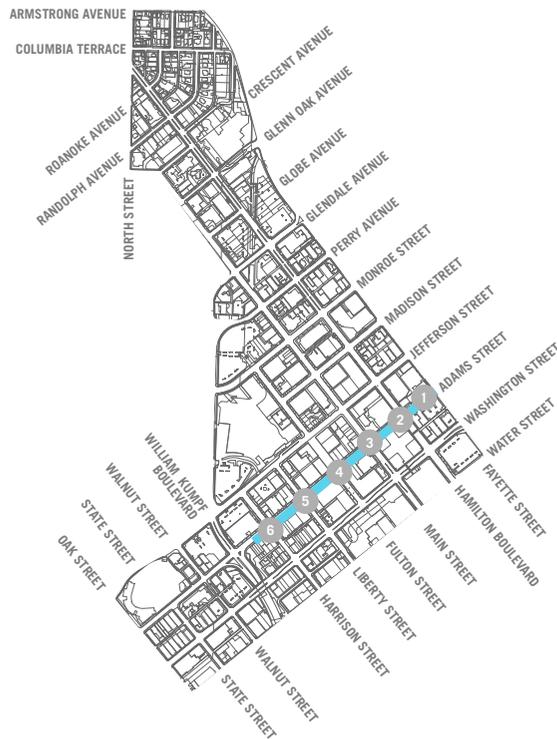


11 MAIN - WATER



2.3

SITE ANALYSIS



ADAMS STREET

Adams is currently a northbound one-way street. It's wide presence makes it less pedestrian friendly than it's surrounding roads. High speed car traffic makes parking along this road difficult, despite parallel parking spots being plentiful. Creating a safe access route to the CityLink transportation corridor and entertainment venues such as Dozer Park is vital for pedestrian safety.

SUMMARY FINDINGS

1. Adams Street serves as the typical inbound route to the central business district.
2. The one-way street has a three lane condition west of N William Kumpf Boulevard and a four lane condition to the east.
3. On-street parallel parking exists on both sides of the street.
4. The travel lanes seem wide and the four lane one-way section makes pedestrian crossings uncomfortable.
5. Adams Street is part of the CityLink transportation corridor.
6. A number of block faces are missing street trees.
7. The southwest intersection of Adams Street and Franklin Street lack pedestrian scale and pedestrian vehicular separation.
8. The sidewalk amenity zone conditions are generous and wide .
9. Key connections include Dozer Park, the CityLink Transit Center, Fulton Plaza, Illinois Central College and Courtyard Square.

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

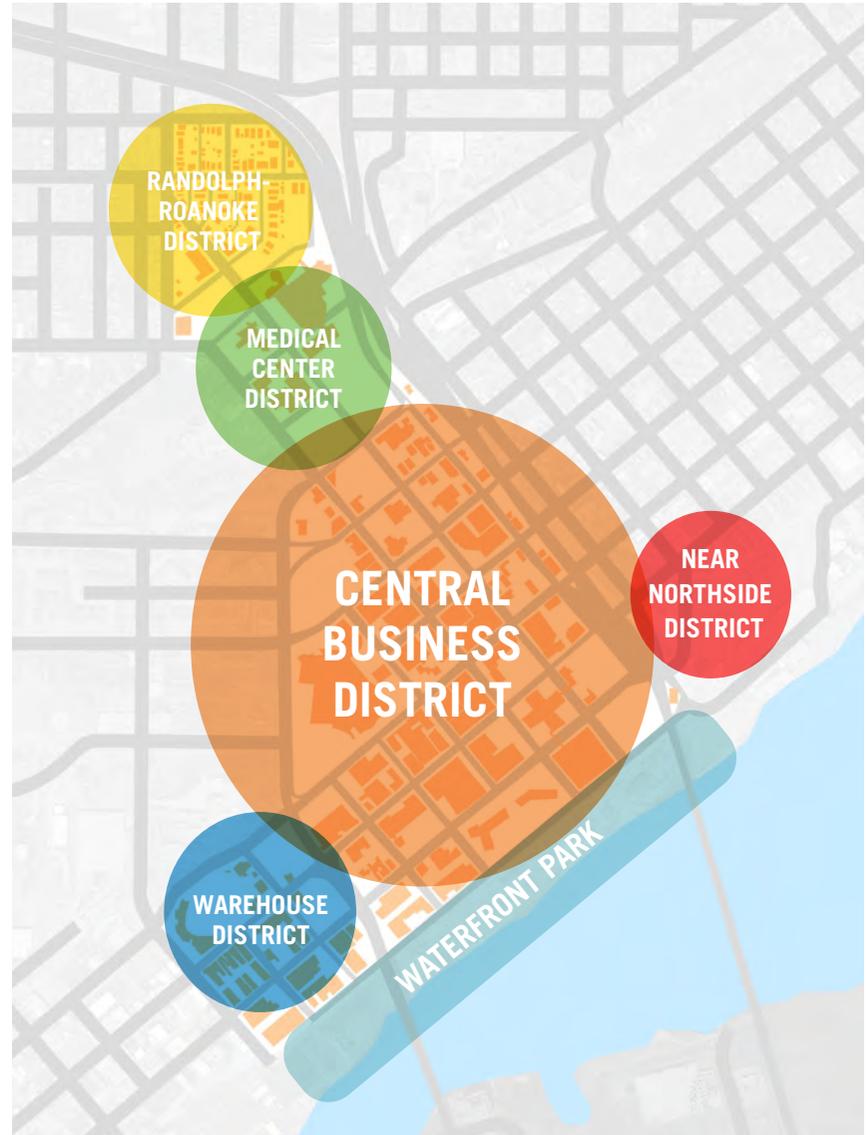
35 City Blocks
42 Intersections
140 Block Faces

Warehouse District

11 City Blocks
18 Intersections
49 Block Faces

Waterfront District

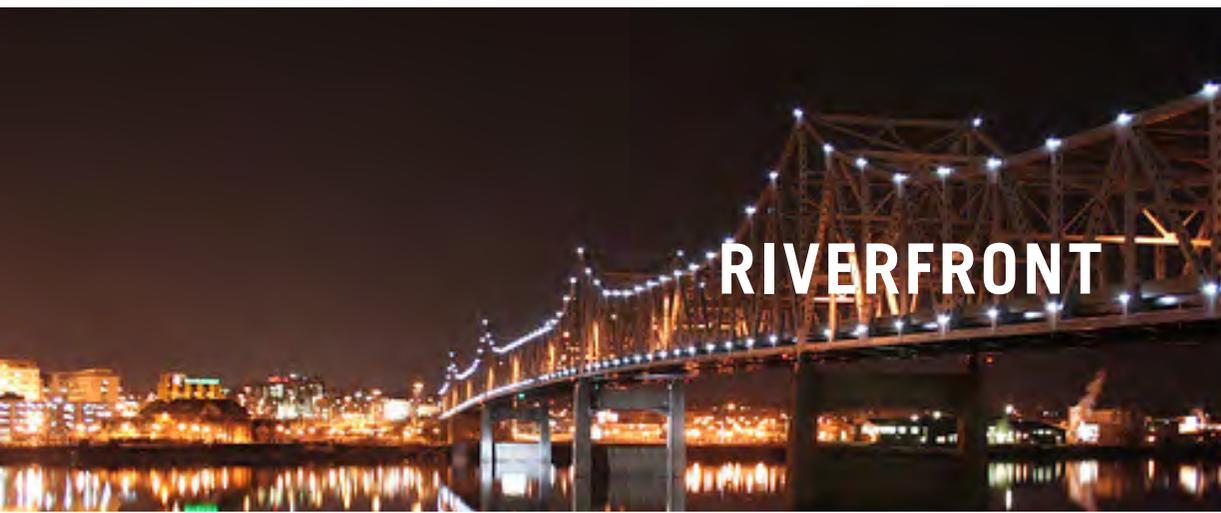
5 City Blocks
5 Intersections
9 Block Faces



Peoria District Diagram



HISTORY



RIVERFRONT



CHARACTER



CULTURE



- Predominantly residential neighborhood
- Strong presence of historical homes-- Banners used to identify their district
- Randolph Roanoke Residential Association located in district off of Hamilton Boulevard on Randolph Avenue
- Traffic drawn from Hamilton Boulevard and North Street off of freeway



- Synergy across two established hospital campuses. Other key 'users' in the district are the University of Illinois College of Medicine at Peoria, Cancer Research Center, JumpTradingSimulation Education Center, and Illinois Medical Center
- Currently a 'drive to' destination with a need for residential
- Great opportunity for pedestrian/bike connections to Central Business District and 'up' into Main Street/Bradley
- The district somewhat 'bleeds' into the Main Street Form District (Peoria Next Innovation Center and over to Bradley University)



- Illinois Central College is pulling out of downtown
- Development activity occurring in area that extends towards Medical District.
- Water Street hub of activity balance of Central Business District currently a 9-5 destination
- Summertime food vendor carts enliven street life
- Great potential for increased pedestrian activity within this 'drive to' destination
- Museum, CAT, Riverfront, Civic Center
- New headquarters will definitely bring needed vibrancy for this area



- City of Peoria Form District (one of four)
- The district was added to the National Register of Historic Places on September 17, 2014
- City wants to retain historic character, and build upon it as the 'brand' for this area
- Dozer Park is a prominent destination in this area. Its envisioned to become a small scale version of Wrigleyville (24/7 neighborhood, with residential lofts, bars, restaurants, etc)
- Ongoing streetscape improvements
- Intended to be a neighborhood that will serve the Central Business District. City strongly committed to this area



- Home to Hooters Restaurant, Edgewater Warehouse Building, Power Station, Pavilion, Rock Island Depot, Riverfront Village, Peoria Fire/Rescue Marine Station, The Spirit of Peoria, Powell Press Building, and the Gateway Building
- All buildings along the Riverfront are a mixture of Commercial, Public, and Private spaces
- Railroad divide Water Street and downtown Peoria from bike path and Riverfront Park amenities
- Existing Park on north side of Murray Baker Bridge, as well as between Riverfront Village and Ameren Cilco Heliport



- North of Murray Baker Bridge
- Included Taft Homes - prime redevelopment parcel. Peoria Housing Authority currently seeking development for this site
- Tough neighborhood, but historically significant residential area adjacent to Central Business District
- Provides 'bookend' to Central Business District as Warehouse District does on the other end
- TIF (East Village Growth Cell)

2.5

EXISTING TRAFFIC CIRCULATION

An Existing Traffic Circulation Diagram was prepared to document the existing conditions of the street network. Key on-ramp and off-ramp connections along I-74 were identified. Two-way street alignments and one-way, were reviewed. Reviewing lane counts and turning movements helped in understanding the levels of service and street network capacities.

This diagram is used as the base diagram for proposed street framework alignments, number of lane adjustments, on-street parking planning, bicycle facility planning and connectivity for local, community and regional connections to the Central Business District. Current bus routes within the study area and to and from the CityLink Transit Center were reviewed as a subset to this diagram.

1 ONE-WAY AND TWO-WAY STREETS

The current traffic plan has both one-way and two-way streets in the Central Business and Warehouse Districts.

2 OVERSIZED TRAFFIC LANES

Many of the traffic lanes are oversized based on the posted traffic speeds.

3 ALIGNMENTS WITH FREEWAY CONDITIONS

Several of the one-way alignments have 4 lanes with near freeway conditions.

4 LOUD SIGNALIZATION

In the Central Business District pedestrian crosswalk signalization is accentuated with sound.

5 NO BICYCLE FACILITIES IN CENTRAL BUSINESS DISTRICT

Bicycle facilities are non-existent within the Central Business District and study area with the exception of a three (3) block bike lane pair along Hamilton Boulevard in the Medical Center.

6 LACKS STANDARD

Curb ramps, accessible routes and accessible parking lack an overall standard.

7 STREETScape LACKS STANDARDIZATION

The streetscape amenity zone lacks standardization (lighting, parking meters, benches, trash receptacles and urban amenities). Many conditions require maintenance and are missing in parts of the districts.

8 TREES IN NEED OF CARE

The urban canopy consists of a number of trees that require arbor care, or replacement. A number of gaps, including full blocks, are missing trees.



2.6

EXISTING PUBLIC TRANSIT

The Greater Peoria Mass Transit District operates the CityLink which is a regularly scheduled bus service that includes 23 routes throughout the greater metro area. CityLift operates in tandem with CityLink and offers transportation services to citizens with paratransit needs. CityLink services cover Peoria, Peoria Sunnyland, Peoria EastSide and West Peoria.

The CityLink Transit Center is located at Harrison St. and SW Adams St. In addition to CityLink and CityLift, a Peoria charter bus service also provides connections to Chicago, Lake Champaign and other regional destinations.

A study of the existing transit routes was overlaid by the design team so that the proposed traffic plan and bicycle facilities could be reviewed for potential conflicts, overlap and access. CityLink buses have been outfitted with bike racks that offer citizens a multimodal transit option.

