



10.0

SUMMARY OF RECOMMENDATIONS

INTENT

In summary the design team, with input from the Steering Committee and Public Workshop, recommends that the City of Peoria move forward with the funding and implementation of this plan. This plan promotes the phased transition from a 1-way/2-way traffic model to a 2-way traffic system of complete streets including developed accessible pedestrian zones, amenity zones that provide user amenities, updated lighting and a continuous tree canopy, maximized on-street parking, bicycle facilities, right-sized traffic lanes, planted medians on key street alignments and the implementation of an eco-street system that can minimize or eliminate the current combined sewer overflow conditions.

We would like to thank everyone from the City of Peoria, stakeholders, citizens and Transportation & Downtown Advisory Commission who contributed generously to make this comprehensive plan. Their time, thoughtful insights and ideas captured an understanding of existing conditions and guided a vision that can truly reshape the Central Business, Medical Center and Warehouse Districts of Peoria. This collective collaboration has been documented and illustrated in this comprehensive master plan.

10.1

PHASING PLAN

GENERAL RECOMMENDATION

Complete Streets Peoria recommends that the City of Peoria approve and accept this plan and then move forward with an initial pilot project. It is recommended that the first section include the streetscape and intersections on Fulton Street between Jefferson Avenue and Adams Street.

This alignment will open a previously closed plaza section of street and serve as a model for future street infrastructure projects in Peoria.

This alignment will allow for the implementation of a clearly identified pedestrian zone, amenity zone with street trees, lighting and street furniture, back-in angled parking, and eco-street improvements. This section will allow the City to monitor and evaluate the effectiveness of stormwater collection, filtration and infiltration. It will also serve as a case study for a new standard of design and implementation of systems.

“Peoria is an outstanding place to live, work and play. Spread the word.”

Mayor Jim Ardis

PROJECT PHASES

- 1** Phase 1 - Fulton Street (Pilot Project) reopening the street to a two-way alignment including pedestrian zone, amenity zone, back-in angled and 2-traffic lanes.
- 2** Phase 2 - Main Street a core-to-shore connection including pedestrian zone, amenity zone, parallel parking, bike lane, planted median and 2-traffic lanes. A true boulevard condition.
- 3** Phase 3 - Perry Avenue a conversion to a two-way alignment including pedestrian zone, amenity zone, parallel parking, bike lane and 2-traffic lanes.
- 4** Phase 4 - Glendale Avenue realignment to a true two-way street including, pedestrian zone, amenity zone, parallel parking and 3-traffic lanes. This alignment also proposes a potential greenscape opportunity for downtown Peoria.
- 5** Phase 5 - Hamilton Boulevard including pedestrian zone, amenity zone, parallel parking bike lane, planted median and 2-traffic lanes. A true boulevard condition and neighborhood connection to the river.
- 6** Phase 6 - Fayette Street a conversion to a 2-way alignment including pedestrian zone, amenity zone, parallel parking, bike lane and 3-traffic lanes.



PHASE 1 (PILOT PROJECT):
Fulton Street

615 LINEAL FEET
2 INTERSECTIONS

PHASE 3:
Perry Avenue

1,500 LINEAL FEET
4 INTERSECTIONS

PHASE 5:
Hamilton Boulevard

2,700 LINEAL FEET
6 INTERSECTIONS

PHASE 2:
Main Street

1,780 LINEAL FEET
5 INTERSECTIONS

PHASE 4:
Glendale Ave

980 LINEAL FEET
3 INTERSECTIONS

PHASE 6:
Fayette Street

1,870 LINEAL FEET
5 INTERSECTIONS