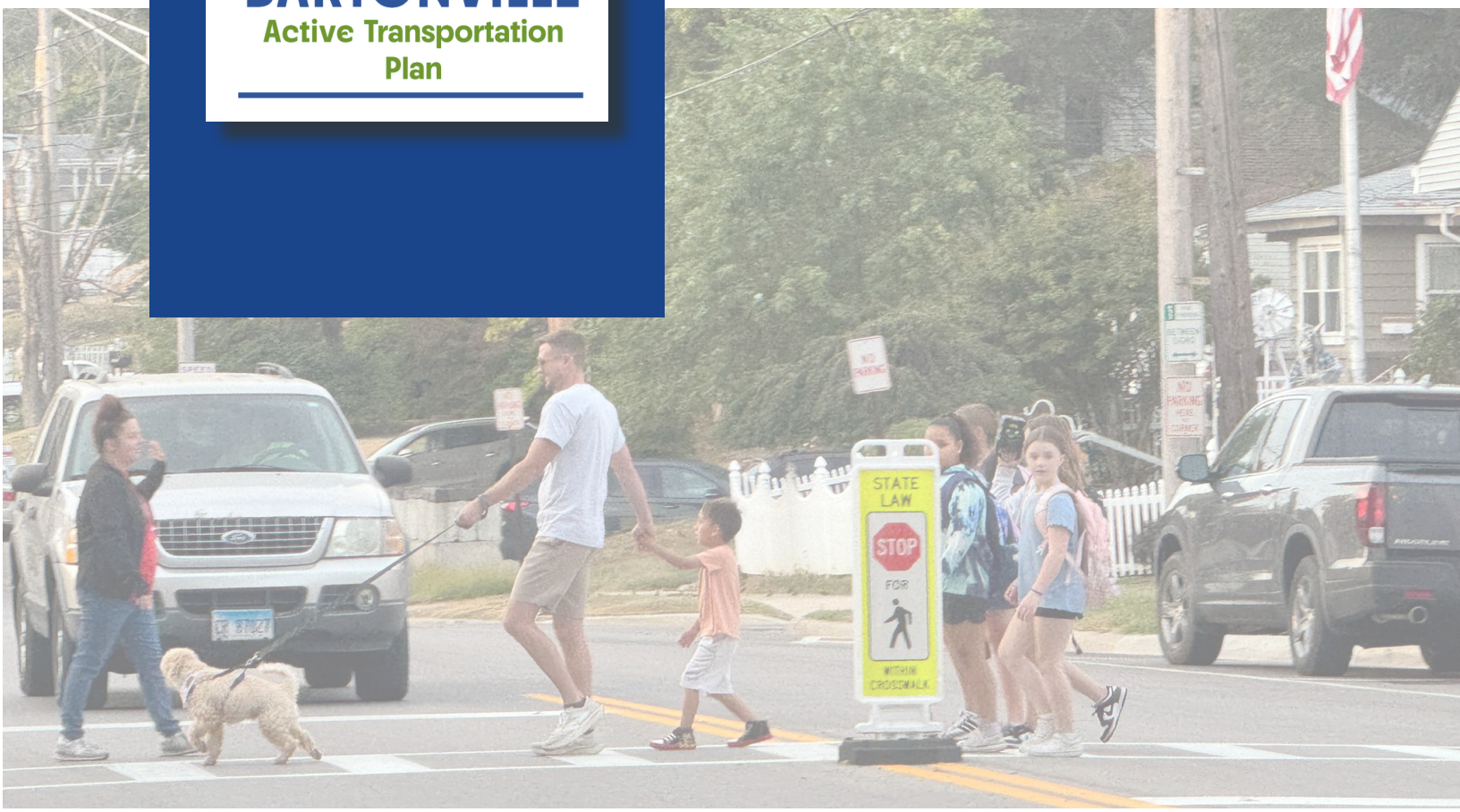
BARTONVILLE
Active Transportation Plan



Bartonville, Illinois

Active Transportation Plan

December 2025

Village of Bartonville
The Location for Everyone

TRI-COUNTY REGIONAL PLANNING COMMISSION

CMT

Acknowledgments

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Special Thanks

Residents of Bartonville

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01

Project Overview

The Village of Bartonville and the Tri-County Regional Planning Commission are creating an active transportation plan for the village after identifying a need and desire to improve walking and biking in Bartonville as part of its recently completed comprehensive plan in 2024.

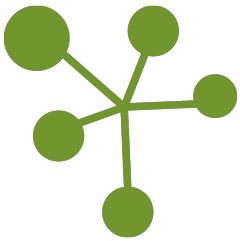
This plan will improve walking and biking safety, accessibility, comfort, and connectivity in Bartonville through identification of future walking and biking connections. These proposed connections will be prioritized to help the village and partner agencies complete the most important improvements and connections first, ensuring a systematic development of future walking and biking networks.

Plan Benefits

The 2025 Active Transportation Plan will present numerous recommendations that expand opportunities for walking and biking throughout Bartonville. Promotion of these reconsiderations will result in numerous positive benefits to the community:

Health Benefits

Providing facilities and initiatives that enable greater opportunity for walking and biking in turn enable health benefits: from physical health due to increased exercise and better air quality, to mental health through an increased quality of life.



Enhanced Connections and Reduced Congestion

Enhancing connections to important community destinations, including schools, parks, employment opportunities, grocery stores, restaurants and shopping, medical resources, and entertainment venues makes it easier for residents to travel without a car, which also decreases traffic congestion.

Economic Benefits

A fully-connected active transportation network can help generate economic activity, which supports increased economic development. Better connecting residents with employment opportunities improves economic well-being for everyone. Car ownership is expensive, and reducing the need to own a car or multiple cars can free up a person's income for other uses.

Safety Benefits

Improved walking and biking routes and connections reduce crashes and fatalities, while improving safety for everyone who travels in Bartonville, whether walking, rolling, biking, or driving a car.

Plan Goals

The Bartonville Active Transportation Plan aims to create a comprehensive resource for the village to continuously improve and identify pedestrian and bike focused projects for the Village of Bartonville. This plan aims to achieve the following goals, in no particular order:

1. Locate gaps in existing network
2. Identify where the community wants to walk and bike
3. Connect schools, parks, and community destinations with residential areas
4. Establish a future walking and biking network with prioritization of projects
5. Provide funding and implementation strategies
6. Identify opportunities for “small wins” to keep momentum for building the network
7. Improve safety, comfort, and connectivity for everyone to get around

Project Timeline

Existing Conditions Analysis
Summer 2025

Review existing plans, street conditions, sidewalk network, and bike facilities, Perform a network gap analysis. Evaluate the Bicycle Level of Traffic Stress and Pedestrian Level of Service on roadways.

Stakeholder Engagement
Summer 2025

Meet with the Steering Committee, which represents agencies and groups who have unique needs regarding walking and biking.

Project Prioritization
Summer/Fall 2025

Create a future walking and biking network, while evaluating and scoring community impacts from proposed projects to provide the Village with higher and lower priority projects.

Community Engagement
Summer 2025

Host a public open house, where draft future walking and biking networks are available for viewing and comments.

Draft Plan
Summer/Fall 2025

Adjust future walking and biking networks as needed based on community input from the open house, and draft an Active Transportation Plan.

Final Plan
Winter 2025

Revise and finalize the updated Active Transportation Plan with the Village and Tri-County. Bartonville can begin plan implementation through seeking and identifying funding for highest priority projects.

02

Existing Conditions

This chapter provides a comprehensive snapshot of the current transportation network, infrastructure, and travel behaviors within Bartonville. It establishes a baseline by analyzing factors such as roadway design, pedestrian and bicycle facilities, transit services, traffic volumes, safety data, and land use patterns. Understanding these conditions is essential for identifying gaps, challenges, and opportunities that will inform future recommendations and ensure this master plan responds effectively to the community's mobility needs.

Past Plan Review

2024 Bartonville Comprehensive Plan

This Comprehensive Plan addresses land use, transportation, community assets, housing, parks, and other key aspects of Bartonville. This Active Transportation Plan originated as a recommendation of the comprehensive planning process.

Related to transportation the plan discusses vehicle ownership levels, travel behavior to work, sidewalk and ADA ramp conditions, current CountyLink rural public transit service, and former fixed-route CityLink service in Bartonville.

Land use recommendations include zoning code revisions that encourage higher density residential developments. This would support developing communities that are more conducive to active transportation, reducing travel distances which makes walking and biking more feasible.

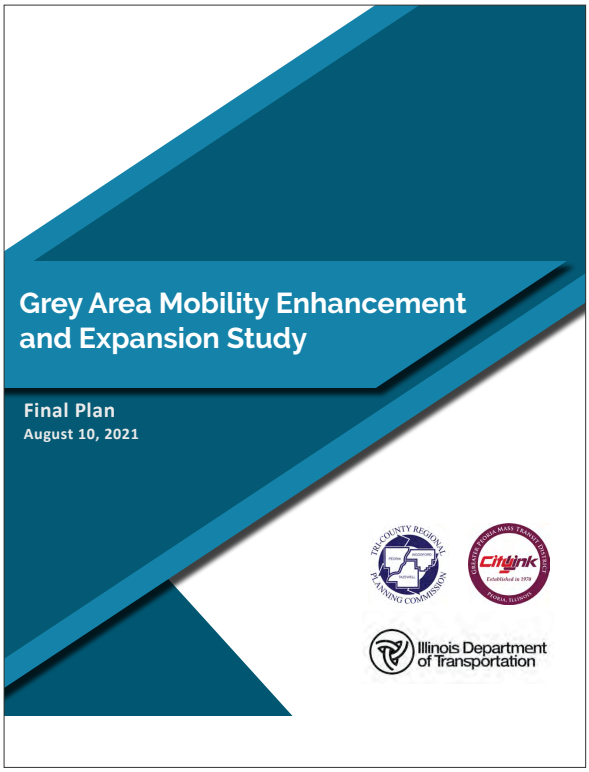
Transportation recommendations from the comprehensive plan, aside from developing this Active Transportation Plan, include exploring adding fixed-route transit service from CityLink, prioritizing all street and sidewalk projects, and improving accessibility through the development of an ADA Transition Plan.

Aligning this Active Transportation Plan with the goals and objectives established in Bartonville's Comprehensive Plan will ensure that both plans complement each other in improving active transportation in Bartonville.

2021 Grey Area Mobility Enhancement and Expansion Study

The Grey Area Mobility Enhancement and Expansion Study identified locations where residents with low mobility are located throughout the Peoria metro area, and locations without fixed-route bus service. Bartonville was identified by this study as lacking fixed-route bus service despite possessing residential clusters, a higher proportion of older adults, and employment opportunities. This study recommended demand response microtransit as a potential means for addressing the Bartonville transit desert.

Active transportation often relies on public transportation to expand the range of the overall active transportation network. In Bartonville's case, planning for active transportation improvements must be made under assumption of the lack of existing fixed-route bus service remaining, and along reconsiderations which incorporate a potential future enhanced public transit into an active transportation network.



Safe Routes to School

Limestone Township: Monroe School District #70 Sidewalk Construction and Repair, September 2023

In 2023, Limestone Township applied for a Safe Routes to School grant for the installation of new sidewalk, sidewalk curb, and sidewalk curb ramp from IDOT. The project's intent was to remove and replace sidewalks in disrepair while adding ADA improvements along the section of Cisna Road in front of the school building. The project also aimed to add a new ADA compliant sidewalk to Daycor Divide, adjacent to the school grounds.


APPLICATION FORM

ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

LIMESTONE TOWNSHIP
MONROE SCHOOL DIST #70
SIDEWALK CONSTRUCTION AND REPAIR
SEPTEMBER 2023

LIMESTONE TOWNSHIP

Village of Bartonville: Limestone Community High School District #310 Sidewalk Repair, September 2023

In 2023, the Village of Bartonville applied for a Safe Routes to School grant for the repair of sidewalk on both sides of Garfield Avenue between Airport Road and Adams Street. Garfield Avenue is one of two main roads to Limestone High School and is heavily trafficked. This project aimed to remove and replace eroded sidewalks along Garfield Avenue to provide a safe, comfortable, and accessible walkway to school. Most of this project focused on material disintegration and decay as well as eliminating multiple materials to create one solid concrete sidewalk.


APPLICATION FORM

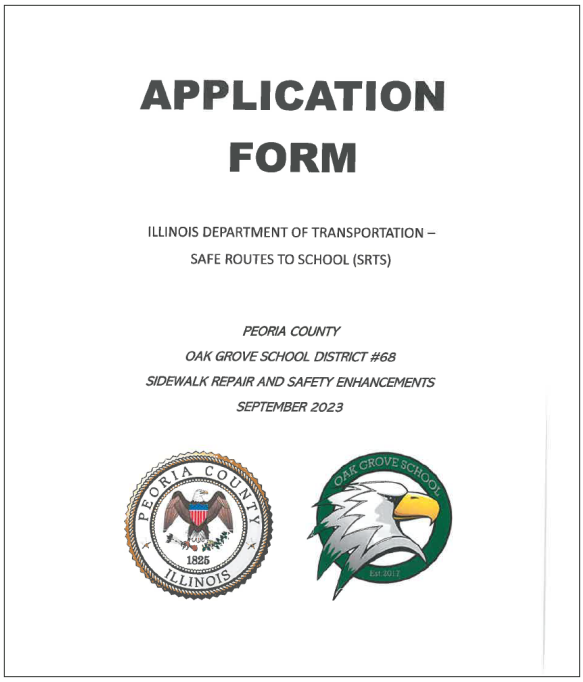
ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

VILLAGE OF BARTONVILLE
LIMESTONE COMMUNITY HIGH SCHOOL DISTRICT #310
SIDEWALK REPAIR
SEPTEMBER 2023

Village of Bartonville
The Location for Everyone

Peoria County: Oak Grove School District #68 Sidewalk Repair and Safety Enhancements, September 2023

In 2023, the Peoria County Highway Department applied for a Safe Routes to School grant to remove and replace sidewalks in disrepair while adding ADA improvements along a section of Pfeiffer Road in front of Oak Grove School and along Airport Road between Pfeiffer Road and the Alpha Park Public Library. This project aimed to install push buttons to increase the safety of pedestrian crossings, add signal heads to the intersection of Pfeiffer Rd and Airport Rd, and add Flashing Advance Lights and crosswalk assembly where Lancaster and Pfeiffer Road meet. A tandem grant for Student Pedestrian & Bicyclist Safety Education was also applied for.



APPLICATION FORM

ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

PEORIA COUNTY
OAK GROVE SCHOOL DISTRICT #68
SIDEWALK REPAIR AND SAFETY ENHANCEMENTS
SEPTEMBER 2023

While previous Safe Routes to School grant applications were not successful in being awarded funding, this plan recognizes the need and desire for walking and biking projects in these areas. The inclusion of proposed projects in this plan can help bolster future applications for Safe Routes to School grants (or other grants) in the same or other geographic areas by providing a comprehensive analysis that supports the need for these projects.

Roadway and Safety Data

Roadway and safety data helps identify areas that are not conducive to safe walking and biking, areas currently working well, limiting factors, and areas to prioritize expansion and improvement of walking and biking in Bartonville. Without an understanding of the extensiveness and condition of the existing sidewalk and bike network, where crashes are occurring, and how stressful it may be to walk or bike along a particular street, effective identification and prioritization of improvements is not possible.

Functional Classification

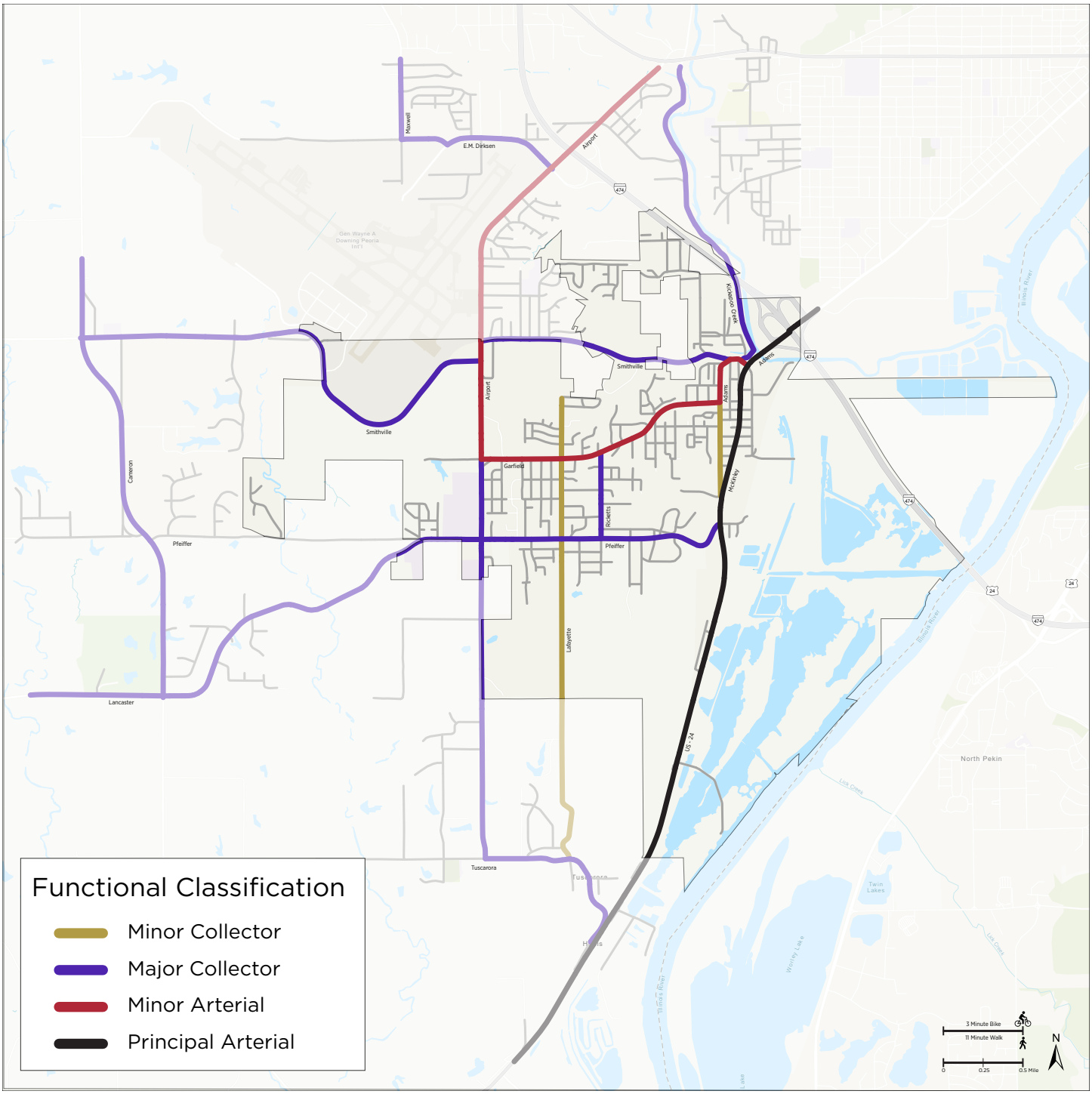
Functional Classification is a roadway design framework that establishes how a street or road serves automobiles and situates a roadway's purpose within a network of automobile transportation. This classification helps determine design standards and system priorities.

Arterial roadways are usually designed for higher vehicle speeds, higher traffic volumes, and longer travel distances. There is lower accessibility from neighboring streets and roadways, and the intention is for these roadways to carry a large volume of traffic between larger, primary destinations, like serving a major cross-town route across a city or between two cities.

Collector roadways are intended to serve as a connection between arterials and local streets. As such, collectors are generally designed for vehicle speeds and traffic volumes that are lower than arterials, but higher than local streets. While arterials are focused more on mobility and less on accessibility, collectors attempt to strike a balance between the two.

Local streets focus on accessibility. They usually include many access points like driveways and are designed for low vehicle speeds and volumes while preventing through traffic.

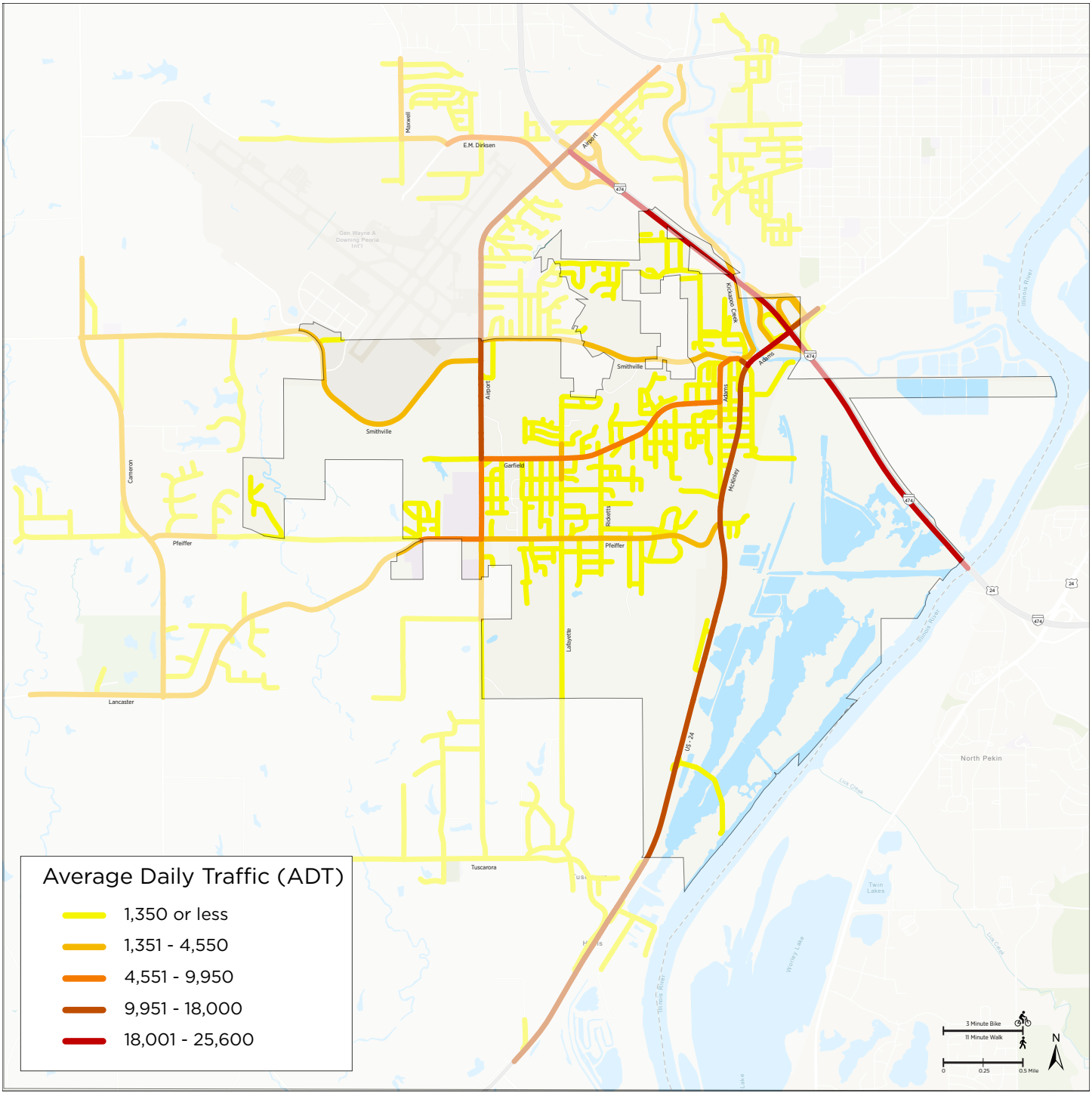
In an example travel route, a driver begins on a local street from home, uses the local street to travel to a collector roadway, uses a collector to access an arterial, which takes them to the general area of their destination, and then uses a collector to connect from the arterial to a local street to access their destination.


Functional Classification
Minor Collector
Major Collector
Minor Arterial
Principal Arterial
Maxwell
E.M. Diriksen
Airport
Smithville
Garfield
Pfeiffer
Cameron
Lancaster
Lafayette
Tuscarora
Ricketts
Adams
Mckinley
Kickapoo Creek
US - 24
North Pekin
Illinois River
Lick Creek
Twin Lakes
Worley Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Average Daily Traffic

The average daily traffic (ADT) is a 24-hour volume of vehicle traffic on a highway or road. This data was collected using IDOT data; it helps determine what roadways are used the most by automobiles.

ADT is important when determining how comfortable a person walking or biking is along the road, affecting their perceived safety and stress levels. Higher volumes of vehicles and the types of facilities available for people walking or biking influence a person's choice to walk or bike. Understanding traffic volumes also helps to assess what potential changes could be made to a particular road or street.

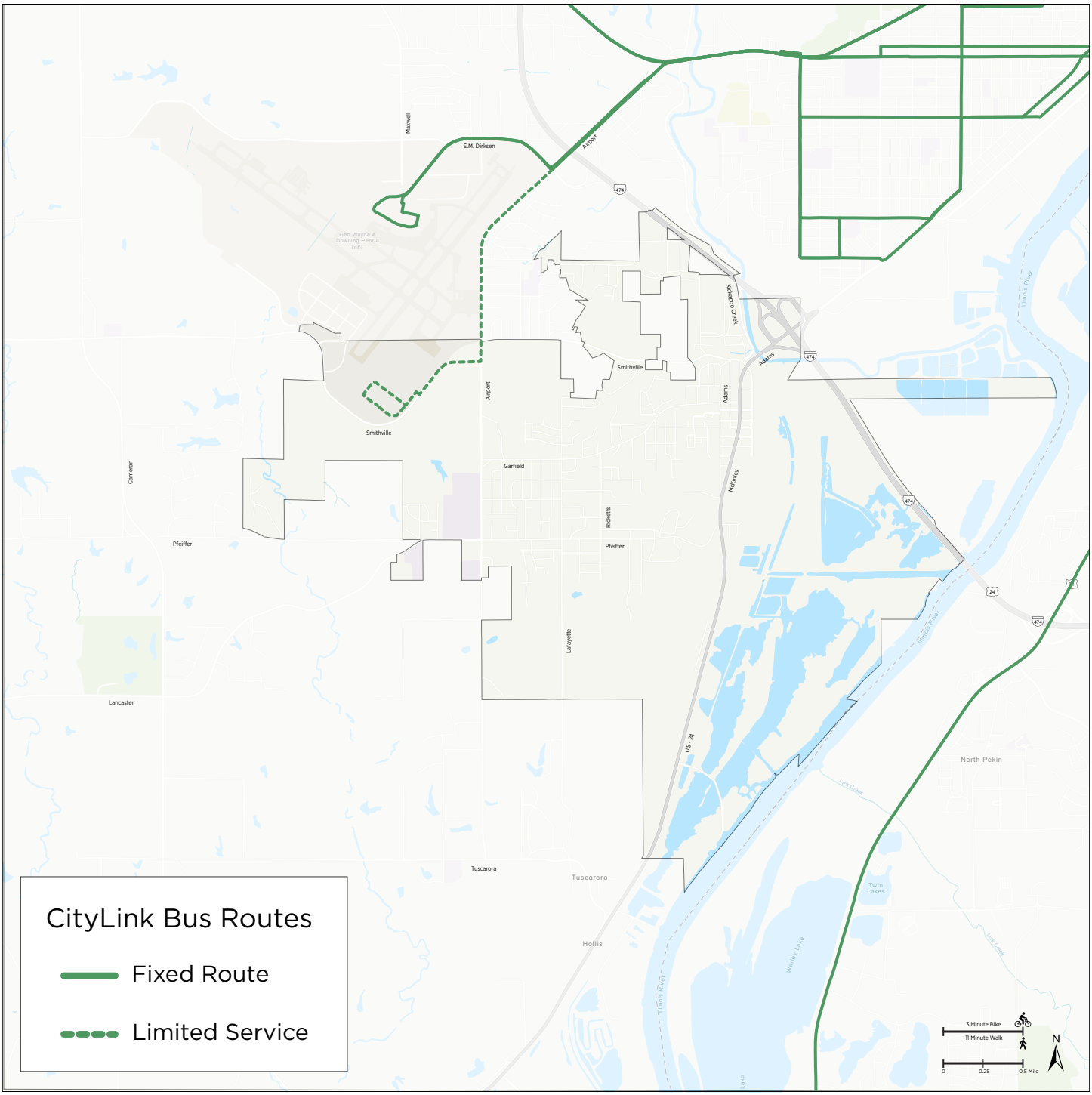

Average Daily Traffic (ADT)
1,350 or less
1,351 - 4,550
4,551 - 9,950
9,951 - 18,000
18,001 - 25,600
Smithville
Garfield
Pfeiffer
Lancaster
Tuscarora
North Pekin
Twin Lakes
Airport
Adams
McKinley
Lafayette
Roberts
Cameron
Maxwell
E.M. Dirksen
US - 24
Illinois River
Kickapoo Creek
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

CityLink

While Bartonville currently lacks fixed-route CityLink service, some residents still rely on walking or biking to access the nearest transit connections to reach destinations in Peoria and other areas. The majority of access points to transit, along Airport Road and Adams Street, present high-stress environments for people walking or biking, particularly older adults or residents without access to a personal vehicle. To reach regular fixed-route service, one must travel north/northeast along Airport Road or Adams Street outside of Bartonville.*

According to the U.S. Census, several block groups in Bartonville have over 10% of households without a vehicle. These residents are most affected by gaps in the walking and biking network and often have limited or no access to transit without placing themselves in unsafe situations. Prioritizing improved access to potential future transit corridors, and safer connections to existing CityLink stops near the village limits, is essential to promoting transportation mobility, and can complement a more complete active transportation network.

*Route #7, which serves Peoria International Airport, does make an occasional deviation to the SC2 Packaging Facility on Smithville Road south of the airport, but does not make other stops on Airport Road south of Interstate 474.


CityLink Bus Routes
Fixed Route
Limited Service
Maxwell
E.M. Dirksen
Airport
Smithville
Garfield
Pfeiffer
Lancaster
Cameron
Rickerts
McKinley
Adams
Kickapoo Creek
Lafayette
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Lick Creek
Money Lake
US - 24
474
24
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Existing Sidewalks

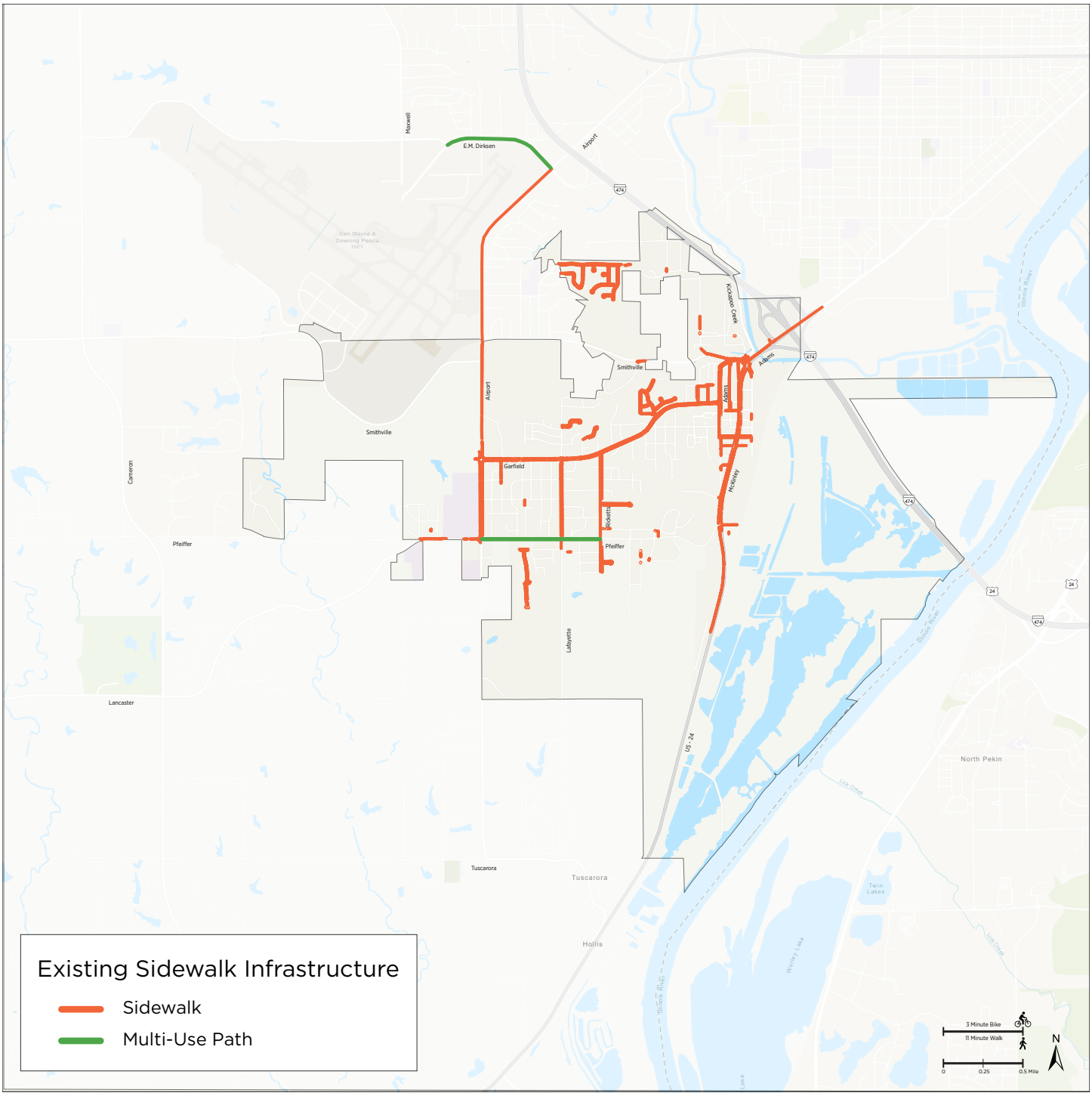
Safe and complete active transportation infrastructure allows people to have a choice in how they get around throughout their community. When active transportation infrastructure, like sidewalks, is missing, choices are no longer relevant, and people will do what they need to do to remain safe and feel comfortable.

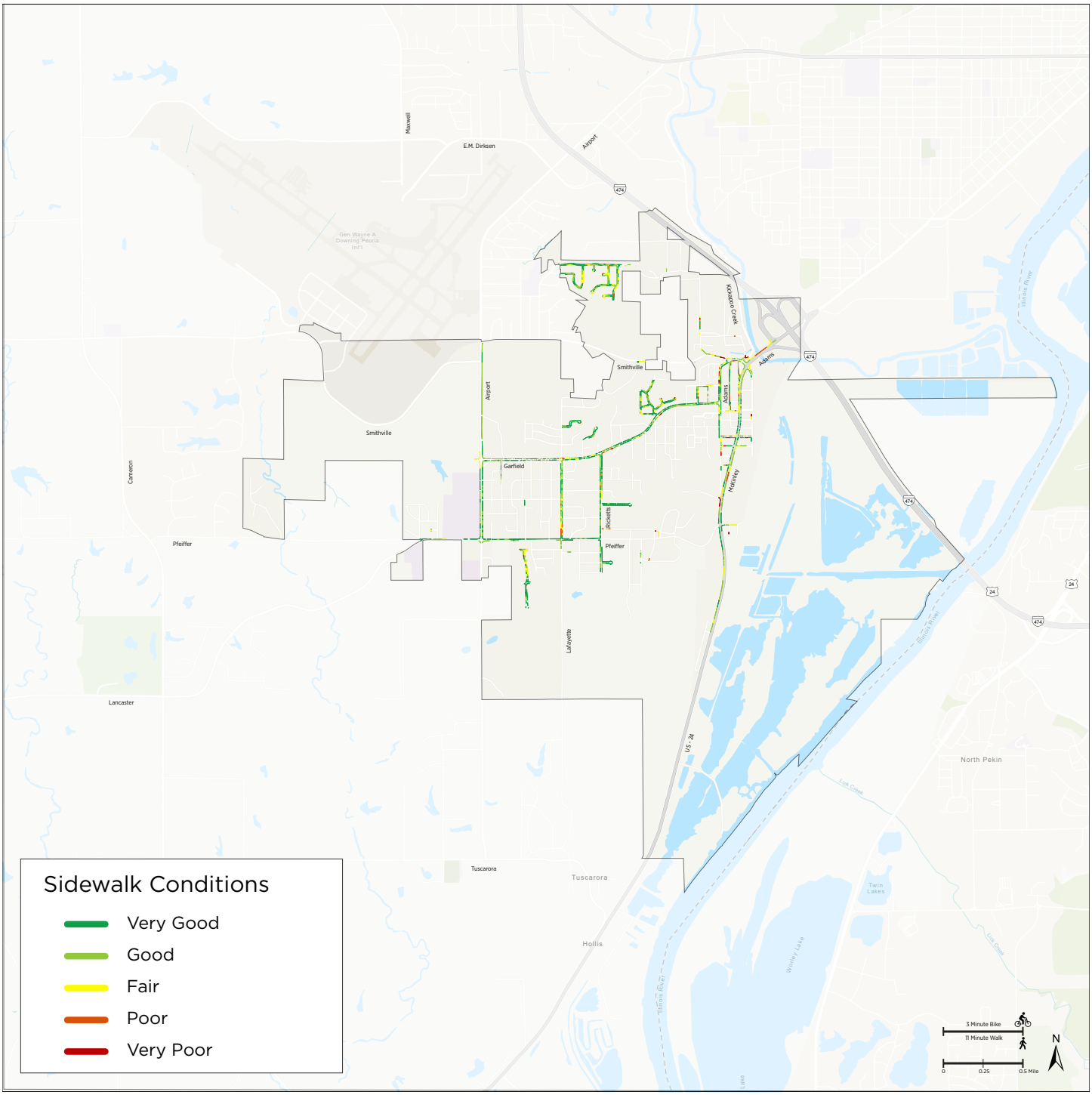
If sidewalks are missing, people who have the means to drive a car may choose to drive instead of walk to a destination. For those who cannot drive or otherwise do not have access to a car, this often means placing themselves in unsafe and vulnerable situations. They still must access important destinations, even if it means having to walk along or across a busy road without sidewalks or crosswalks.

Numerous streets in Bartonville currently have sidewalks on one or both sides of the street. There is also a multi-use path along portions of Pfeiffer Road and E.M. Dirksen Parkway. This existing active transportation network will be used as a starting point when planning for future active transportation connections.

Existing Sidewalk Conditions

Understanding the current conditions of existing sidewalks is critical for the planning of future active transportation projects. While it is important to know whether a street currently has a sidewalk, a sidewalk in poor condition can effectively make it unusable for most people. For example, repairing existing sidewalks in poor condition where people need or want to walk, or where people with mobility challenges live, may rank as a higher priority when evaluating where improvements should be made first.


Existing Sidewalk Infrastructure
Sidewalk
Multi-Use Path
E.M. Dirksen
Maxwell
Airport
Smithville
Garfield
Adams
McKinley
Roberts
Pfeiffer
Cameron
Lafayette
Lancaster
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Kickapoo Creek
Lick Creek
Wesley Lake
US - 24
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N


Sidewalk Conditions
Very Good
Good
Fair
Poor
Very Poor
Maxwell
E.M. Dirksen
Airport
Smithville
Garfield
Pfeiffer
Lancaster
Cameron
Lafayette
Rickarts
Adams
McKinley
Kickapoo Creek
Illinois River
US - 24
Tuscarora
Hollis
North Pekin
Twin Lakes
Lick Creek
Worley Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS or LTS) is an analysis used to evaluate how it feels to ride a bike on a particular street or road. BLTS is based on factors like street width, posted speed limit, traffic volume, and presence of existing bike infrastructure.

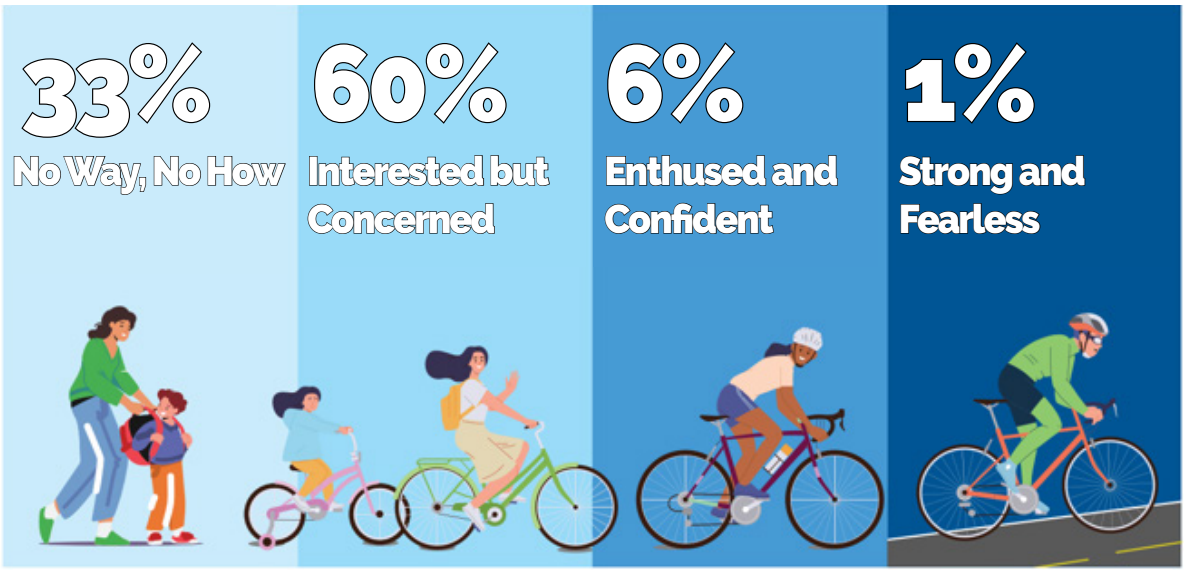
LTS ranges from 1 (least stressful) to 4 (most stressful). LTS 1 is a very comfortable place to ride a bike, even for children or elderly adults. LTS 4 is a very stressful place to ride a bike; only highly experienced road cyclists may feel comfortable here. BLTS can also describe a user's stress tolerance and what facilities they would or would not use.

The only streets included in the LTS analysis in Bartonville that have bike infrastructure are the portions of Pfeiffer Road between Ricketts Avenue and Airport Road, and the portion of E.M. Dirksen Parkway between Airport Road and Middle Road. These segments include a multi-use path along the street. Thus, the lowest stress level of LTS 1 was assigned to both segments, as multi-use paths provide a space for people to bike off but adjacent to the street itself, separated from car traffic.

LTS was evaluated for all collectors and arterials in Bartonville, totaling 15.9 miles. Most collectors and arterials in Bartonville (82%) are either LTS 3 or LTS 4 and thus are considered high-stress. These roadways are only tolerable for about 7% of the population to bike on, the "strong and fearless" and "enthused and confident" bicyclists.

Recognizing the majority (60%) of the public (the "interested but concerned" population) wants to bike, but only if low-stress streets and bike facilities exist and are convenient, this plan seeks to envision a bike network comprised of low-stress streets (LTS 1 and 2).

The majority of the general population of the United States would feel comfortable using a bike network if they are able to bike and reach meaningful destinations while only using LTS 1 and 2 facilities, while avoiding LTS 3 and 4 facilities.



LOWER STRESS

Example LTS 1

Pfeiffer: Multi-Use Path

Example LTS 2

Lafayette: No Bike Infrastructure, 2 Lanes, Lower Traffic, Lower Speeds

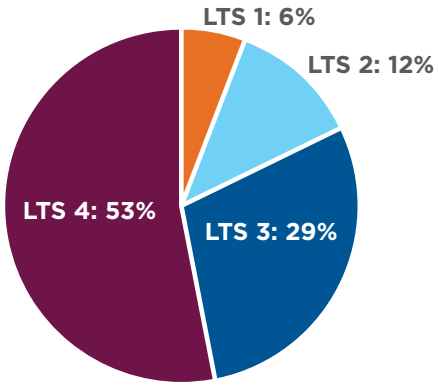
HIGHER STRESS

Example LTS 3

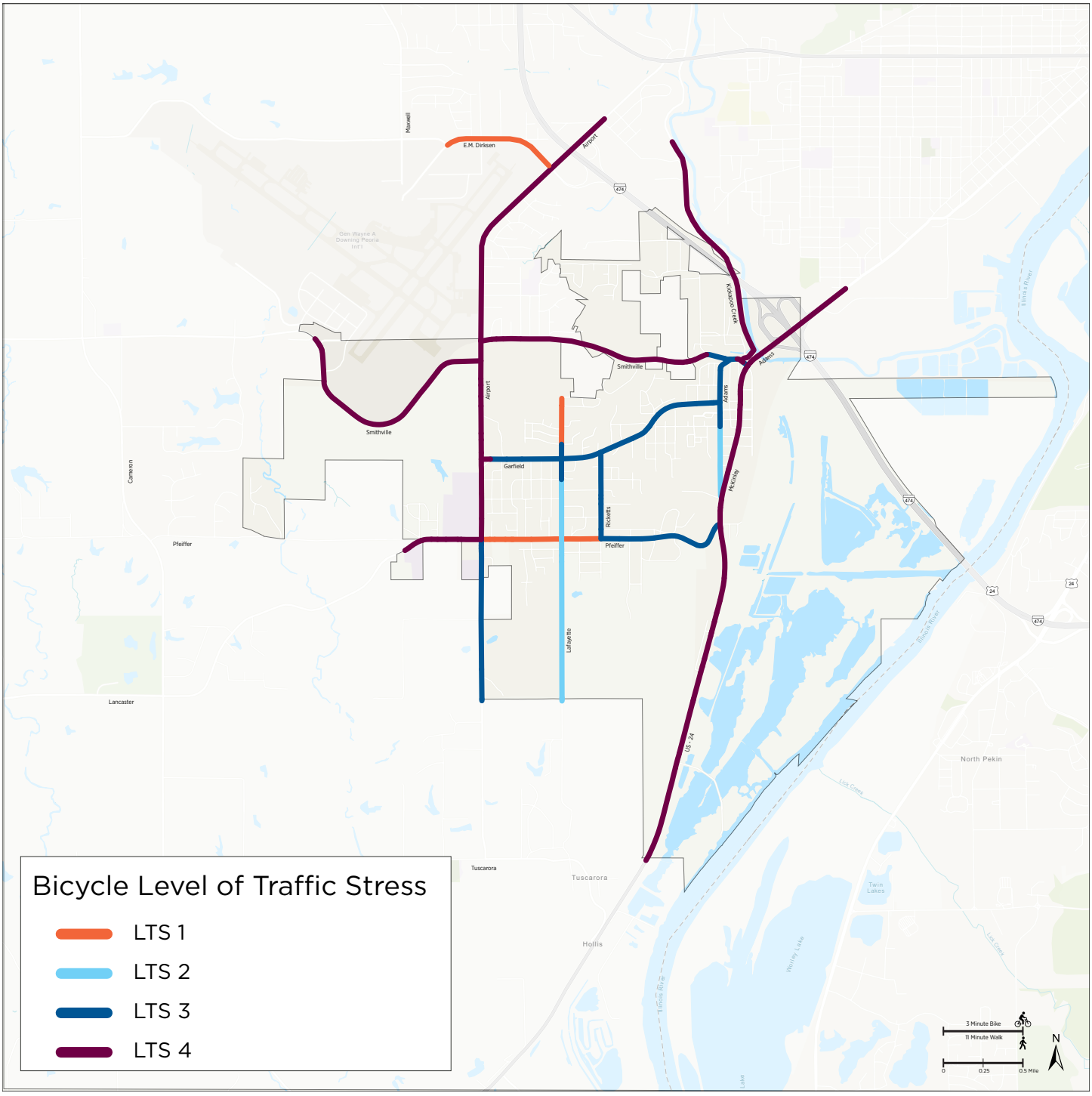
Garfield: No Bike Infrastructure, 3 Lanes, Moderate Traffic, Moderate Speeds

Example LTS 4

US-24: No Bike Infrastructure, 5 Lanes, Heavy Traffic, Higher Speeds



Breakdown of Bicycle Level of Traffic Stress on major streets in Bartonville


Bicycle Level of Traffic Stress
LTS 1
LTS 2
LTS 3
LTS 4
E.M. Dirksen
Maxwell
Airport
Smithville
Garfield
Pfeiffer
Cameron
Lancaster
Adams
McKinley
Rickets
Lafayette
Kickapoo Creek
Illinois River
US-24
North Pekin
Tuscarora
Hollis
Twin Lakes
Lick Creek
Wonky Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

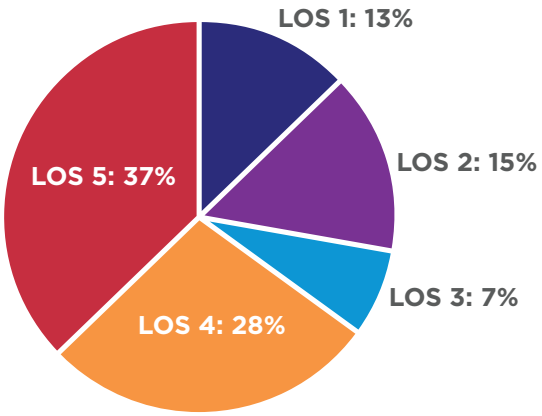
Pedestrian Level of Service

Pedestrian Level of Service (PLOS or LOS) evaluates the facilities available to people walking along a particular street or road. PLOS incorporates posted speed limits, number of lanes, traffic volume, and whether sidewalks are present. It further considers whether sidewalks are present on one or both sides of the street, and whether a sidewalk is buffered from the edge of the street.

PLOS ranges from 1 (highest/best) to 5 (lowest/worst). PLOS 1 is a comfortable place to walk or roll, where people may enjoy casual strolls in a nice environment that invites people to walk. PLOS 5 is a very uncomfortable and unsafe place to walk or roll, where walking trips are only made out of necessity when someone has no other travel option but still must reach an important destination.

Currently, the majority (65%) of collectors and arterials in Bartonville are either PLOS 4 or 5, providing very unsafe and uncomfortable conditions for people walking along them.

This plan seeks to envision a network of comfortable places to walk and roll (PLOS 1 and 2), providing an active transportation network that the majority of the population would feel comfortable using.



Breakdown of Pedestrian Level of Service on major streets in Bartonville

LOWER STRESS

Example LOS 1

Ricketts: Buffered Sidewalk on Both Sides

Example LOS 2

Adams: Buffered Sidewalk on 1 Side, Low Traffic

HIGHER STRESS

Example LOS 3

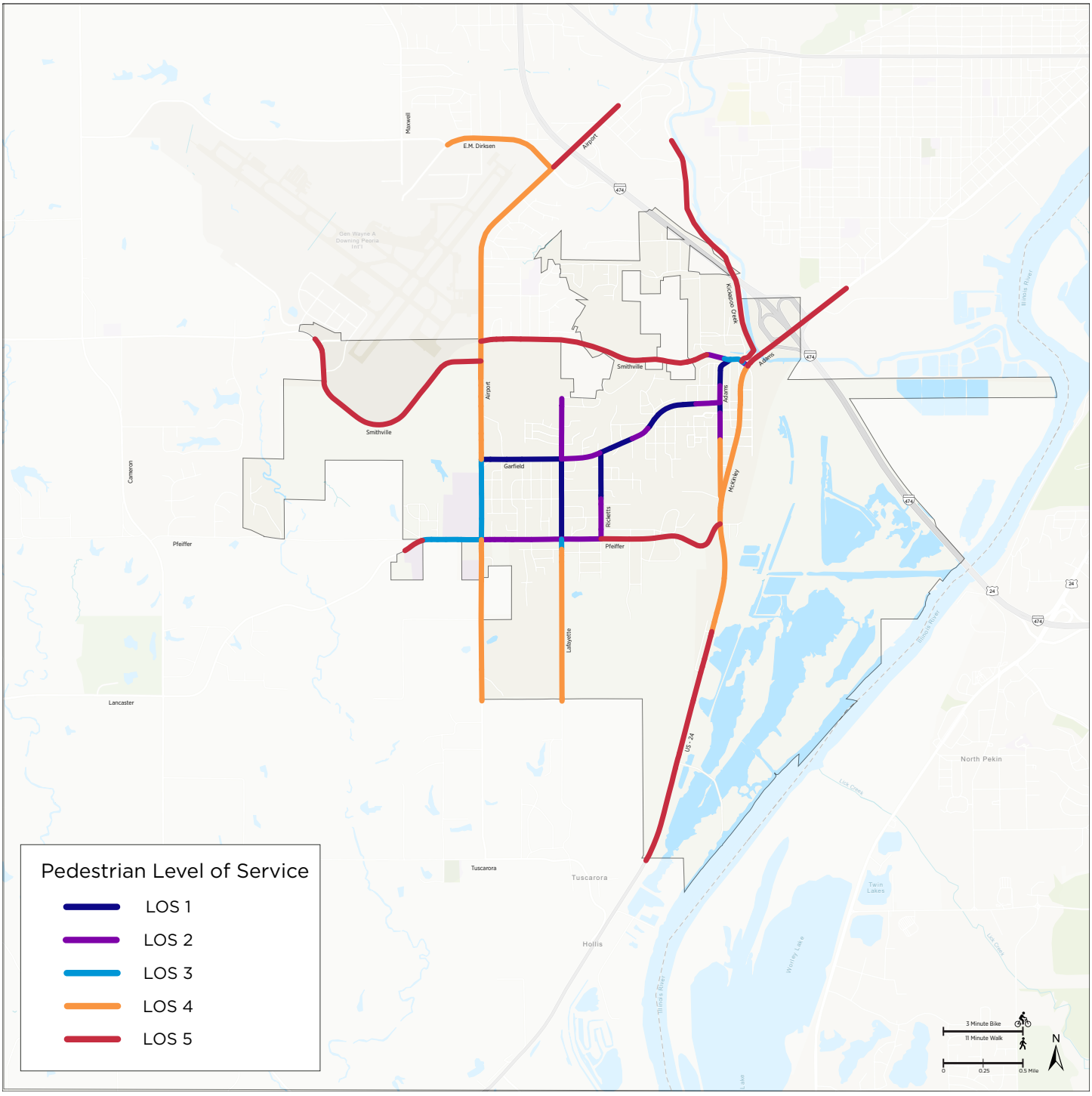
Pfeiffer: Buffered Sidewalk on 1 Side, Moderate Traffic, 3 Lanes, Moderate Speeds

Example LOS 4

Airport: Buffered Sidewalk on 1 Side, Heavy Traffic, 5 Lanes, Higher Speeds

Example LOS 5

Adams: Non-Buffered Sidewalk on 1 Side, Heavy Traffic, 6 Lanes, High Speeds


Pedestrian Level of Service
LOS 1
LOS 2
LOS 3
LOS 4
LOS 5
Maxwell
E.M. Dirksen
Airport
Smithville
Adams
Kickapoo Creek
Garfield
McKinley
Ricketts
Pfeiffer
Cameron
Lafayette
Lancaster
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Lick Creek
Worley Lake
US-24
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Bicycle Crashes and High Injury Network

Bicycle and Pedestrian Crashes

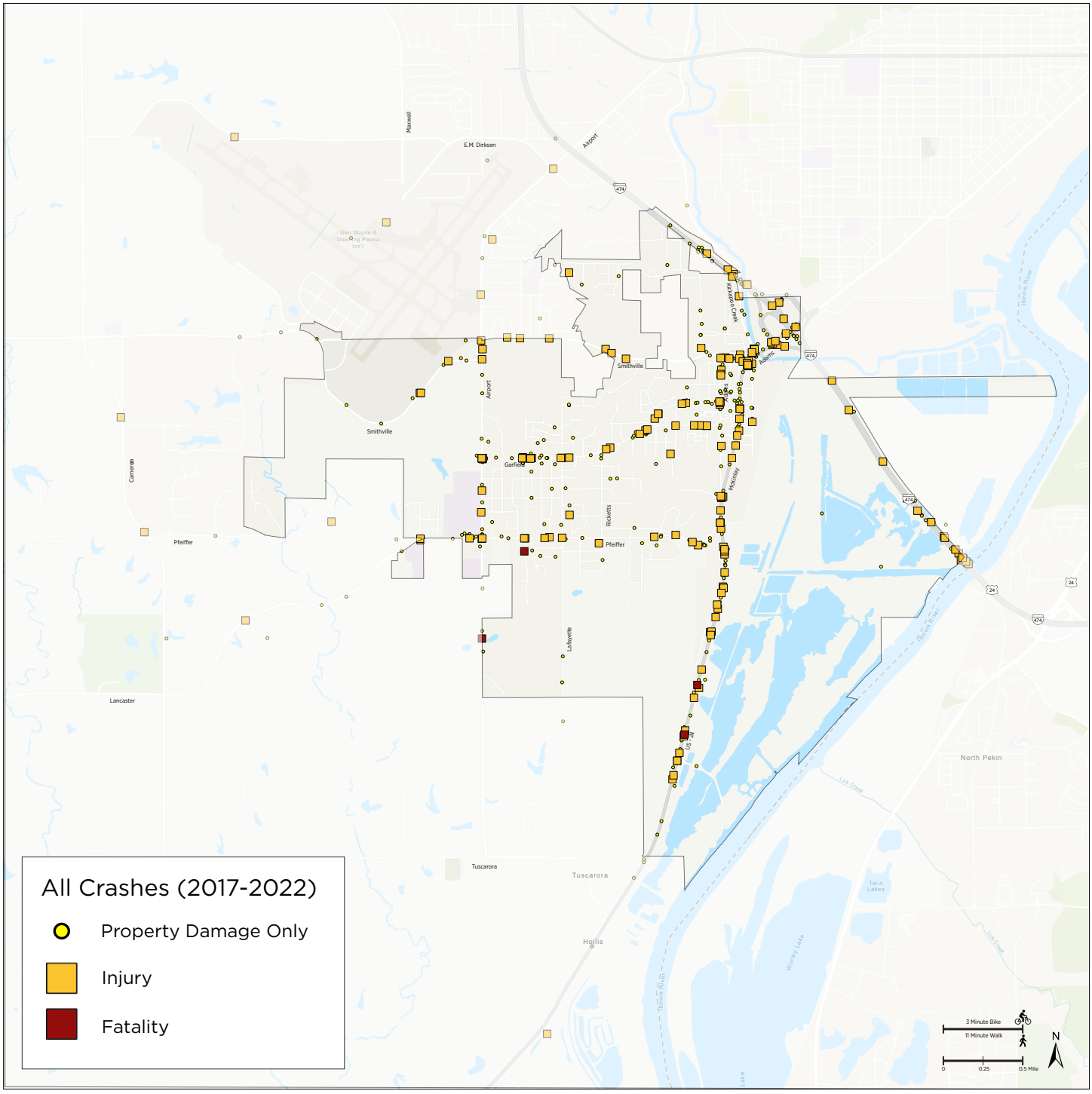
The maps in this section show crash locations that were logged by police from 2017-2022. These maps also break down crashes involving people walking and biking, and crash severity. Crashes involving people walking or biking tend to have much higher rates of serious injury and death when compared to crashes that only involve automobiles, due to the lack of physical protection that exist for people walking or biking.

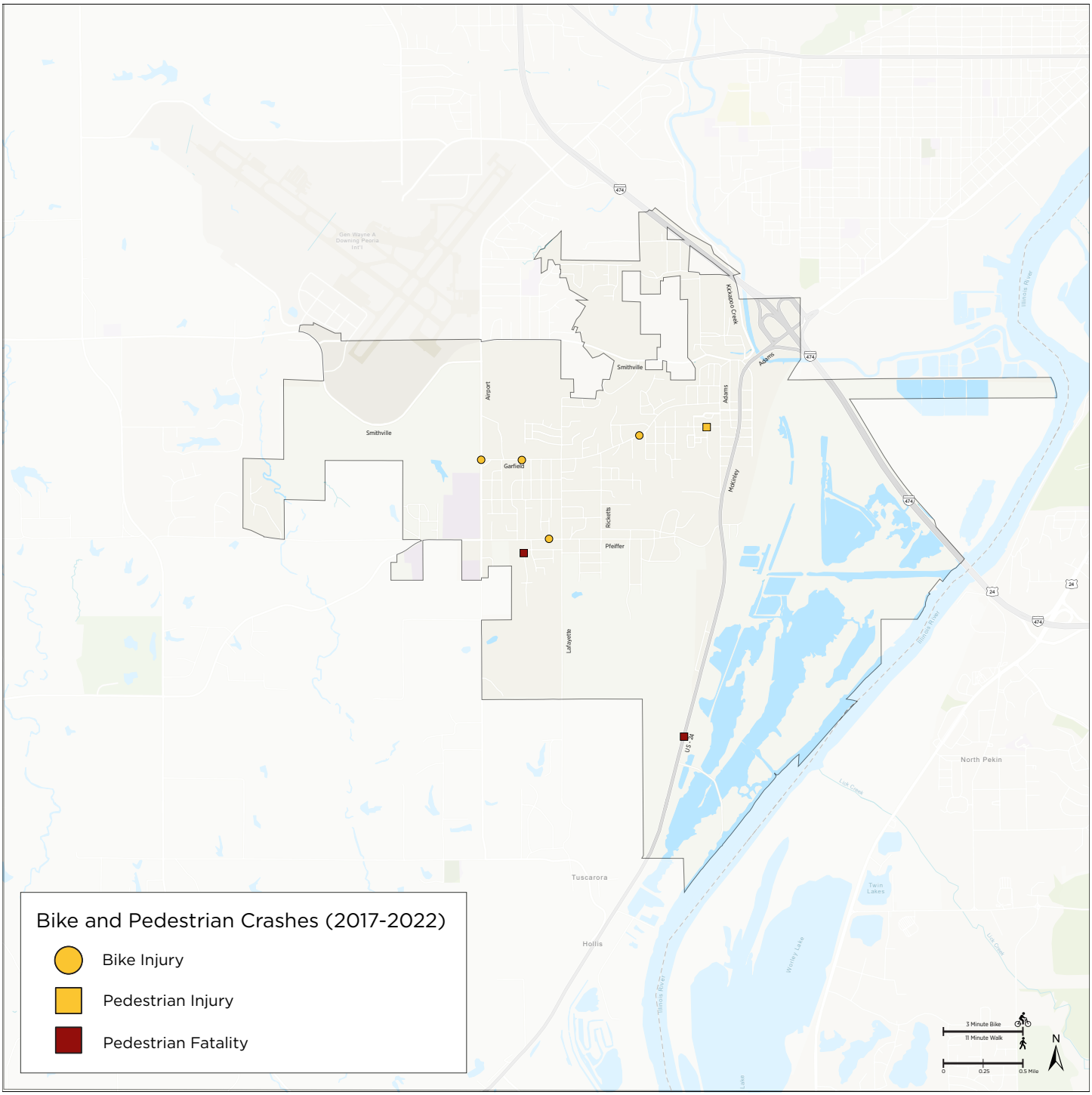
Accounting for bicycle and pedestrian crash locations is critically important for planning safe and valuable bike infrastructure, but these crash locations do not paint a complete picture of safety issues for people walking and biking. Important underlying factors exist, especially near misses and lower severity crashes that frequently go unreported, and, notably, the large number of biking and walking trips that are prevented by an unsafe transportation environment.

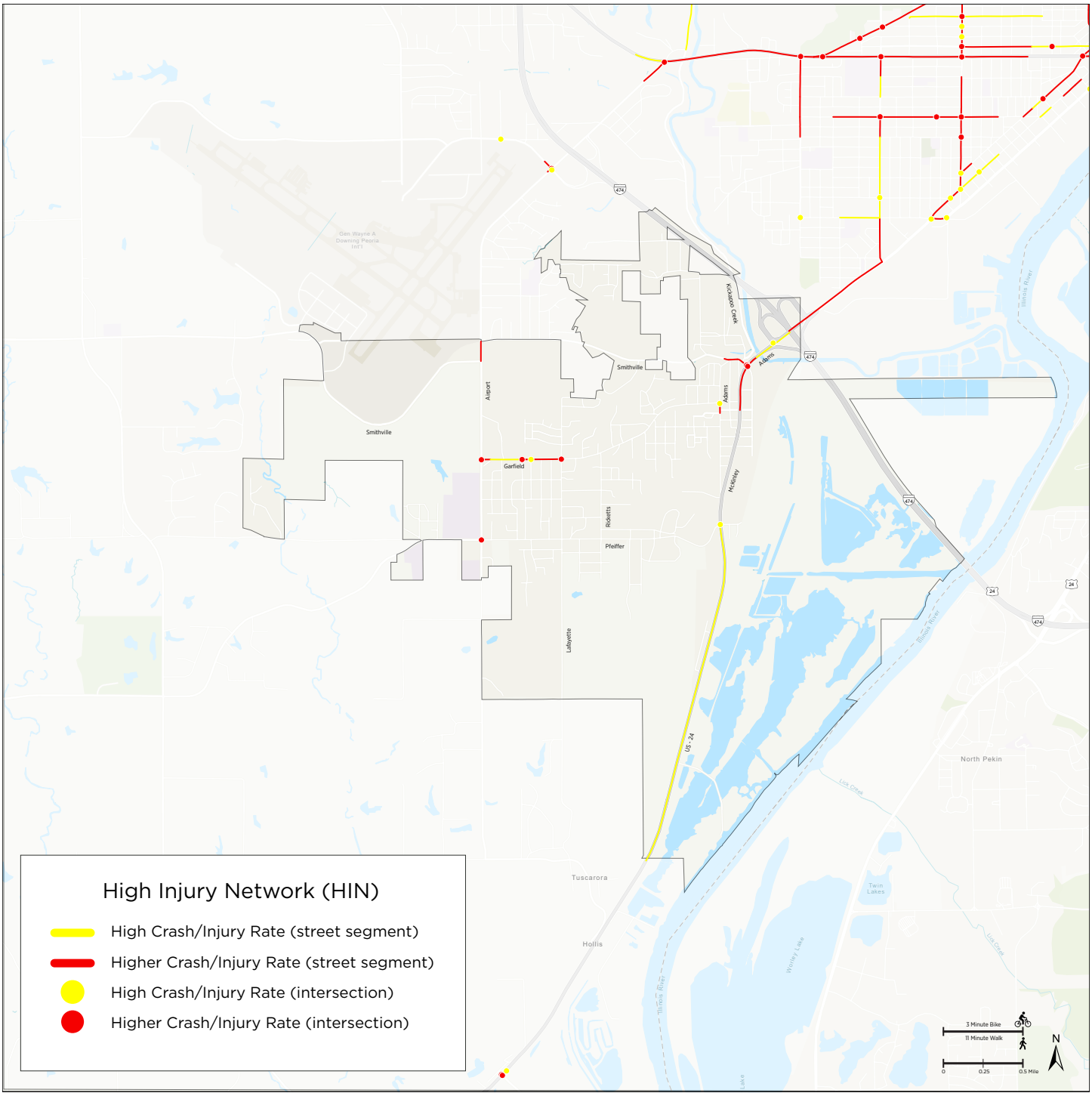
High Injury Network

The High Injury Network (HIN) has been established through the Safety Action Plan for the entire Tri-County Peoria Metropolitan Area. The HIN identified roadways in the region with the highest rates of death and serious injury for travelers. Using the HIN in conjunction with bike and pedestrian crash data helps provide a more complete picture to fully understand where known safety issues are most prevalent. Prioritizing improvements at these locations with an established history of death and serious injury can help direct limited resources to provide the most effective short-term impact in improving safety.

Streets in Bartonville included in the High Injury Network are portions of US-24, Garfield Avenue, Adams Street, Smithville Road, and Airport Road. Several intersections on Garfield Avenue, Adams Street, and Airport Road are also included on the High Injury Network.


All Crashes (2017-2022)
Property Damage Only
Injury
Fatality
Maxwell
E.M. Dirksen
Airport
Smithville
Cameron
Pfeiffer
Garfield
McKinley
Ricketts
La Fayette
Lancaster
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Kickapoo Creek
Lick Creek
Wonky Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N


Bike and Pedestrian Crashes (2017-2022)
Bike Injury
Pedestrian Injury
Pedestrian Fatality
Smithville
Garfield
Pfeffer
Rickerts
McKinley
Adams
Airport
Lafayette
Kickapoo Creek
Illinois River
North Pekin
Tuscarora
Hollis
Twin Lakes
Lick Creek
Worley Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N


High Injury Network (HIN)
High Crash/Injury Rate (street segment)
Higher Crash/Injury Rate (street segment)
High Crash/Injury Rate (intersection)
Higher Crash/Injury Rate (intersection)
Smithville
Airport
Garfield
Pfeiffer
Ricketts
Lafayette
McKinley
Adams
Kickapoo Creek
US - 24
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Lick Creek
Wesley Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Key Takeaways

Most crashes in Bartonville occur on major roads.

Almost all crashes that resulted in an injury or death in Bartonville between 2017 and 2022, including those involving someone walking or biking, occurred on a major road. The higher overall crash number on major roads can partially be attributed to the fact that more people travel along major roads than local streets. Yet, when examining the severity of crashes, most crashes occurring on local streets do not result in major injuries or death, likely as a result of lower traffic speeds on local streets. The severity of crashes on major roads underscores the need to improve safety for people walking and biking on major roads, as these improvements can improve safety for drivers as well. The unsafe nature of major roads is a significant factor in why these roads are too stressful for the average person to walk or bike along.

A vast majority of Bartonville's roads are not comfortable to walk or bike on.

Nearly two-thirds of collectors and arterials are PLOS 4 or 5, and over three-fourths are BLTS 3 or 4, meaning that for the majority of the population, people would not feel safe or comfortable walking or biking along these roads. Additional low-stress connections are needed to increase the number of people willing to walk or bike in Bartonville, and the destinations people can reach by foot or bike. Those who cannot drive and rely on walking or biking for mobility are often forced to travel in unsafe and uncomfortable conditions to meet their daily needs.

Walking and biking connections from Bartonville to Peoria and other areas outside of Bartonville are not adequate.

While major roads leaving Bartonville to the north such as Adams Street and Airport Road have a sidewalk on one side of the street, they have poor pedestrian levels of service and bike levels of traffic stress due to the characteristics of the roads themselves being higher speed, wide, and with a high traffic volume. Given the lack of fixed-route CityLink transit service in Bartonville, Airport Road and Adams Street are currently the only feasible ways for someone to walk or bike to the nearest CityLink bus service. The stressful nature of walking or biking along Airport Road or Adams Street coupled with the longer travel distance from much of Bartonville to the nearest bus stops creates a barrier for residents to use transit, which makes it more difficult for those who are not able to drive a car to get around and make connections.

Connections within Bartonville are important, but ensuring that Bartonville's active transportation network is not an island is a critical factor not to be overlooked when planning for a future network. Ultimately, improved connections outside of Bartonville can help generate economic activity in Bartonville from outsiders traveling into Bartonville for work or other trips, all while enabling Bartonville residents to reach more destinations outside of Bartonville.

Land Use & Natural Resources

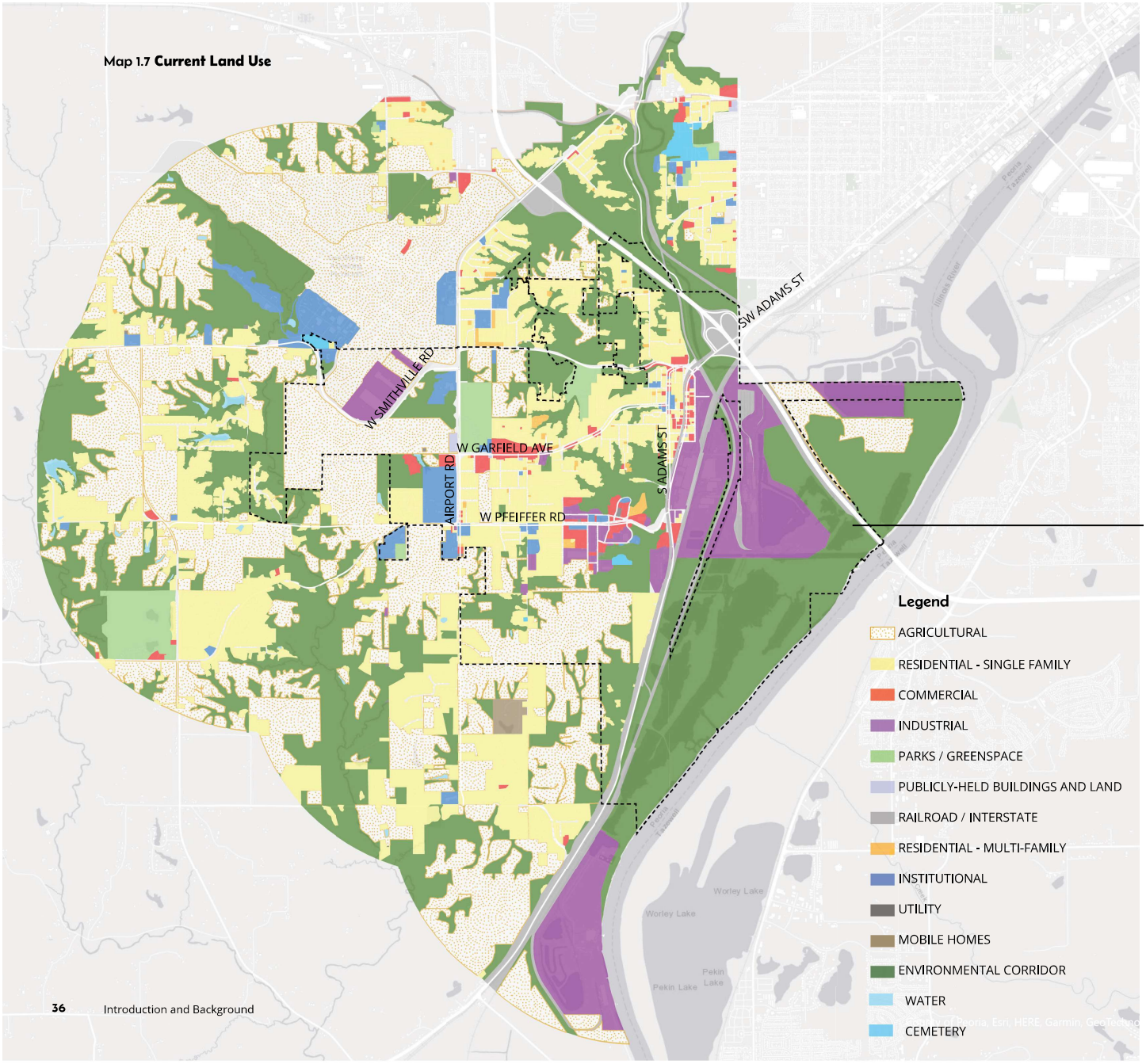
Land use and transportation complement and affect each other, changing how communities develop and how people travel within a community. Integrating current and desired future land use with current and desired future transportation networks helps communities reach their desired future outlook. Incorporating Bartonville's natural landscape and topography can help determine more and less ideal locations for new sidewalks, bike paths, and other active transportation infrastructure.

Existing Land Use

Ensuring connections between different types of land uses can help build out an active transportation network that connects residents to a variety of important destinations. Active transportation infrastructure is most effective when it connects residents to meaningful destinations, and people are more likely to use an active transportation network when they can reach these destinations.

For example, a sidewalk internal to a residential neighborhood is helpful for recreational walks for nearby residents, but does not effectively allow residents to reach destinations such as work, school, shopping, or parks if it does not connect to a broader network. Rather, a sidewalk or path that connects housing to a nearby park or school, or provides a safe connection to employment opportunities, grocery stores, or pharmacies, greatly improves mobility and access for residents, as it provides an option to travel in a safe and comfortable way to these sites without needing a car or choosing to drive. Ultimately, these connections and travel opportunities create a healthier and more vibrant community.

Land use determines proximity of residents to destinations that they frequent, which can affect a resident's transportation mode choice to a destination. They may not walk or bike to a destination that they consider to be too far away, even if safe and comfortable walking and biking facilities exist.



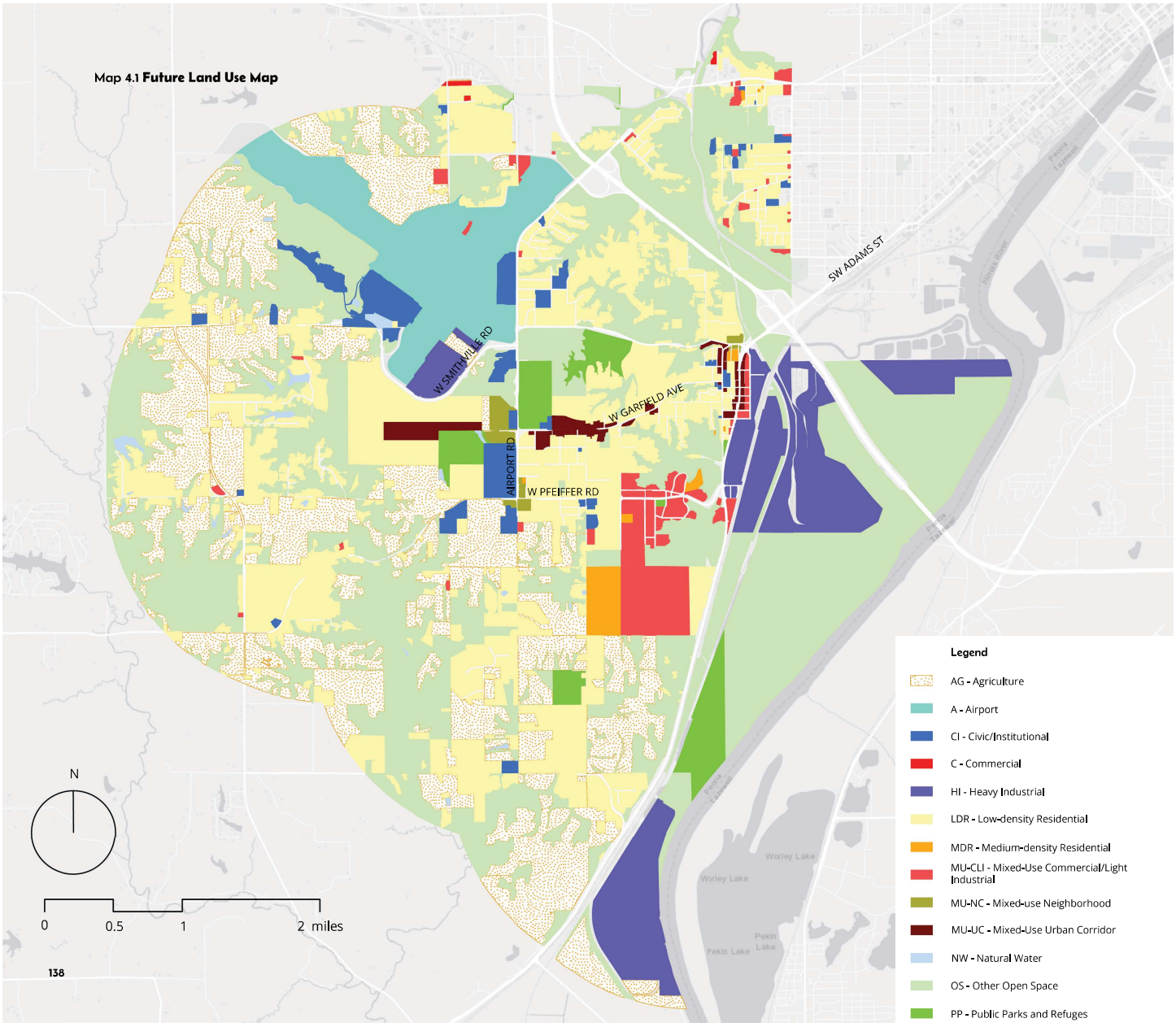
Current Land Uses - Source: 2024 Bartonville Comprehensive Plan

Future Land Use Map

Integrating both present and future land use into the planning process helps shape decisions regarding active transportation. From Bartonville's desired future land uses, notably mixed-use and medium-density land uses support increased active transportation uses. Understanding where these types of land uses are can help prioritize where active transportation improvements are made.

For example, in a mixed-use area, destinations for residents may be closer together, which make walking or biking to these destinations easier. Additionally, understanding where future residential areas, parkland, and future commercial and employment centers may be located can help plan for active transportation connections between these different land uses.

Planning for residential areas in closer proximity to destinations provides more travel options for residents, and supports walking and biking.

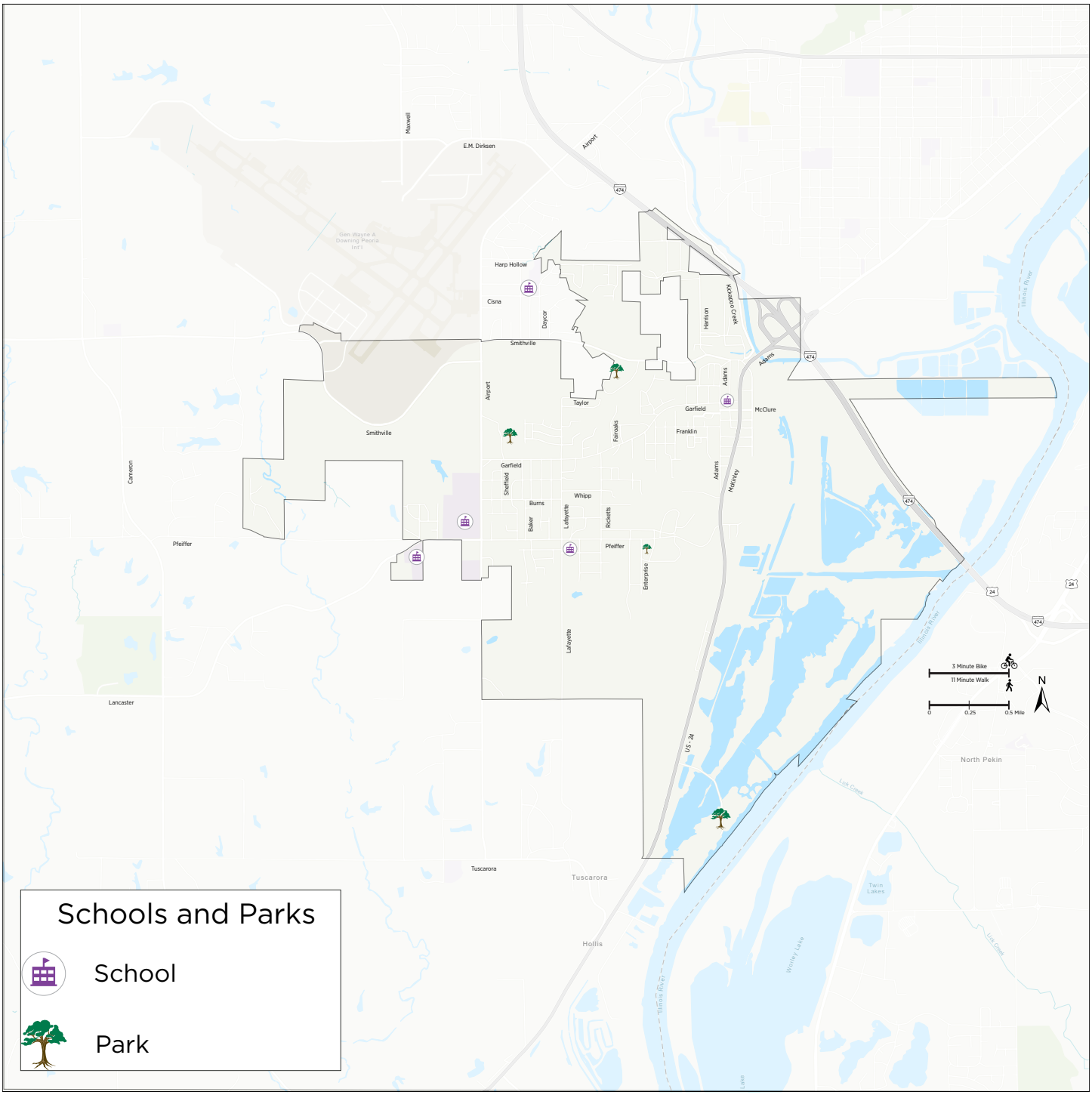


Future Land Use Map - Source: 2024 Bartonville Comprehensive Plan

Schools and Parks

Schools and parks can both be significant generators of walking and biking activity, and Bartonville realized a collective desire to improve walking and biking connections to schools and parks during its comprehensive planning process. While this plan will consider improved connections throughout Bartonville to all community destinations, calling out schools and parks can help to improve recreation-based walking and biking, and improve safety for children walking or biking to and from school.

Safe connections can also encourage more children to walk or bike to school. This decreases congestion related to school arrival and dismissal, reduces the burden on school transportation services, and reduces the need of parents or guardians dropping off and picking up children to and from school.

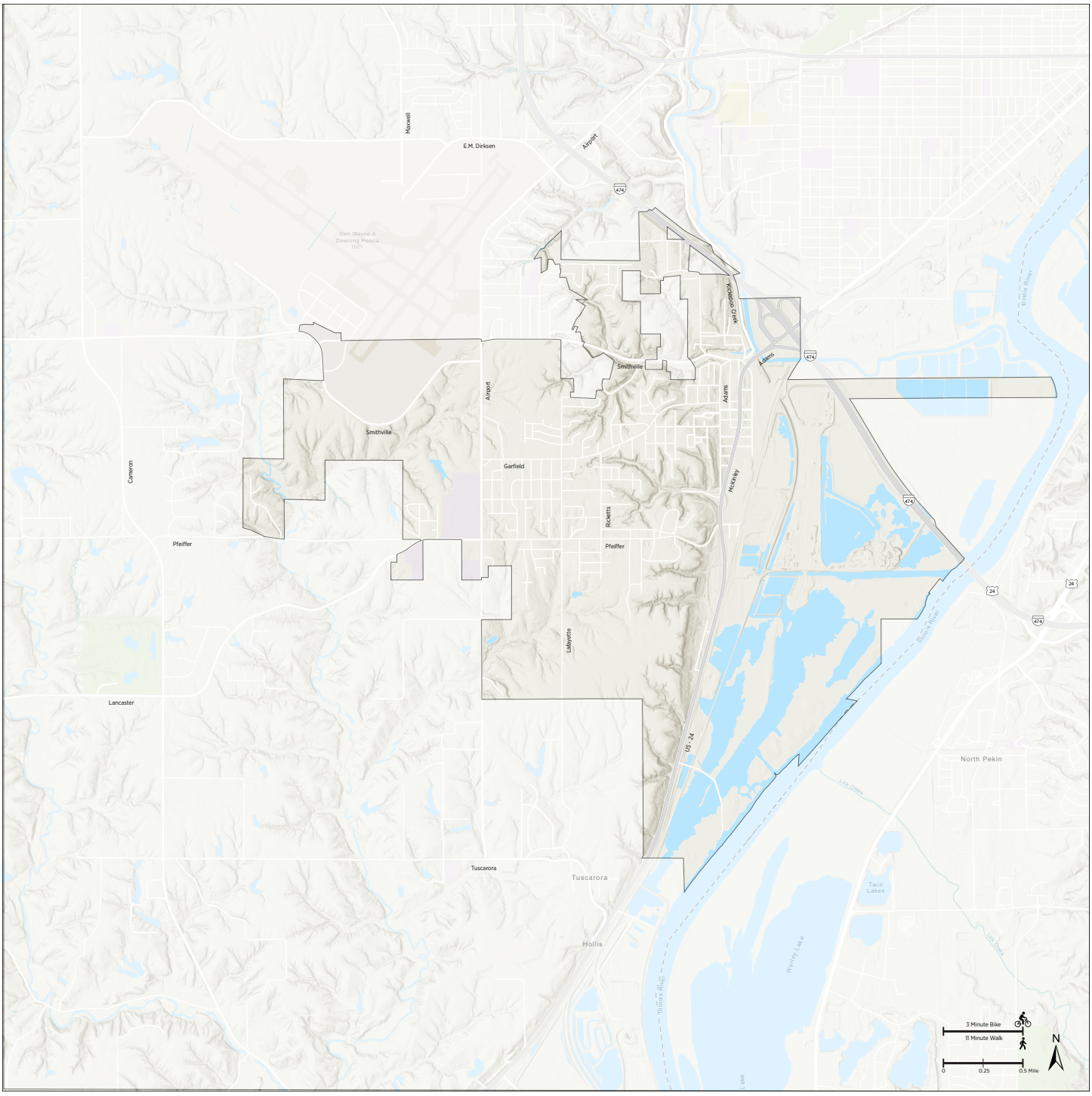

Schools and Parks
School
Park
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N
Maxwell
E.M. Dirksen
Airport
Harp Hollow
Cisna
Smithville
Taylor
Garfield
McClure
Franklin
Whipp
Burns
Pfeiffer
Lancaster
Tuscarora
Hollis
North Pekin
Twin Lakes
Illinois River
Lick Creek
US - 24

Topography

Considering where terrain-related obstacles are located in Bartonville is an important component when planning for an active transportation network. Portions of Bartonville have disconnected street patterns due to topography, making active transportation connections infeasible. When planning for future active transportation connections, a route should be flat wherever possible, or with a less steep incline or decline. This consideration is important to ensure that the public is able to practically use the infrastructure. For example, someone may choose not to bike on a particular route because it requires traveling up a steep hill.

Sometimes, topography is unavoidable if there is a desired connection between two locations. For example, at a location where bike infrastructure must go up/down a steep hill or gradient, wider, off-street or street-adjacent connections may be preferred to on-street bike lanes. Understanding that bicyclists may have increased speeds when traveling down a hill emphasizes the importance of conflict avoidance with intersecting car traffic and the necessity of increased sightlines for both bicyclists and drivers intersecting a bike route.

Additionally, those biking up hill may be traveling at a slower speed than they otherwise would on a flat surface, and some may need or choose to walk their bike up the hill. Offering wider off-street or street-adjacent paths to allow increased space for those needing to walk a bike up a hill can improve safety and comfort compared to offering a conventional painted on-street bike lane.


Maxwell
E.M. Dirksen
Airport
474
Gen. Wayne A. Downing Peoria Int'l
Kickapoo Creek
Illinois River
Adams
Smithville
Airport
Adams
Smithville
Cameron
Garfield
McKinley
Rickets
474
Pfeiffer
Pfeiffer
24
24
474
Lafayette
Illinois River
Lancaster
US - 24
North Pekin
Lick Creek
Tuscarora
Tuscarora
Twin Lakes
Hollis
Lick Creek
Illinois River
Worley Lake
3 Minute Bike
11 Minute Walk
0
0.25
0.5 Mile
N

Existing Walking & Biking Activity

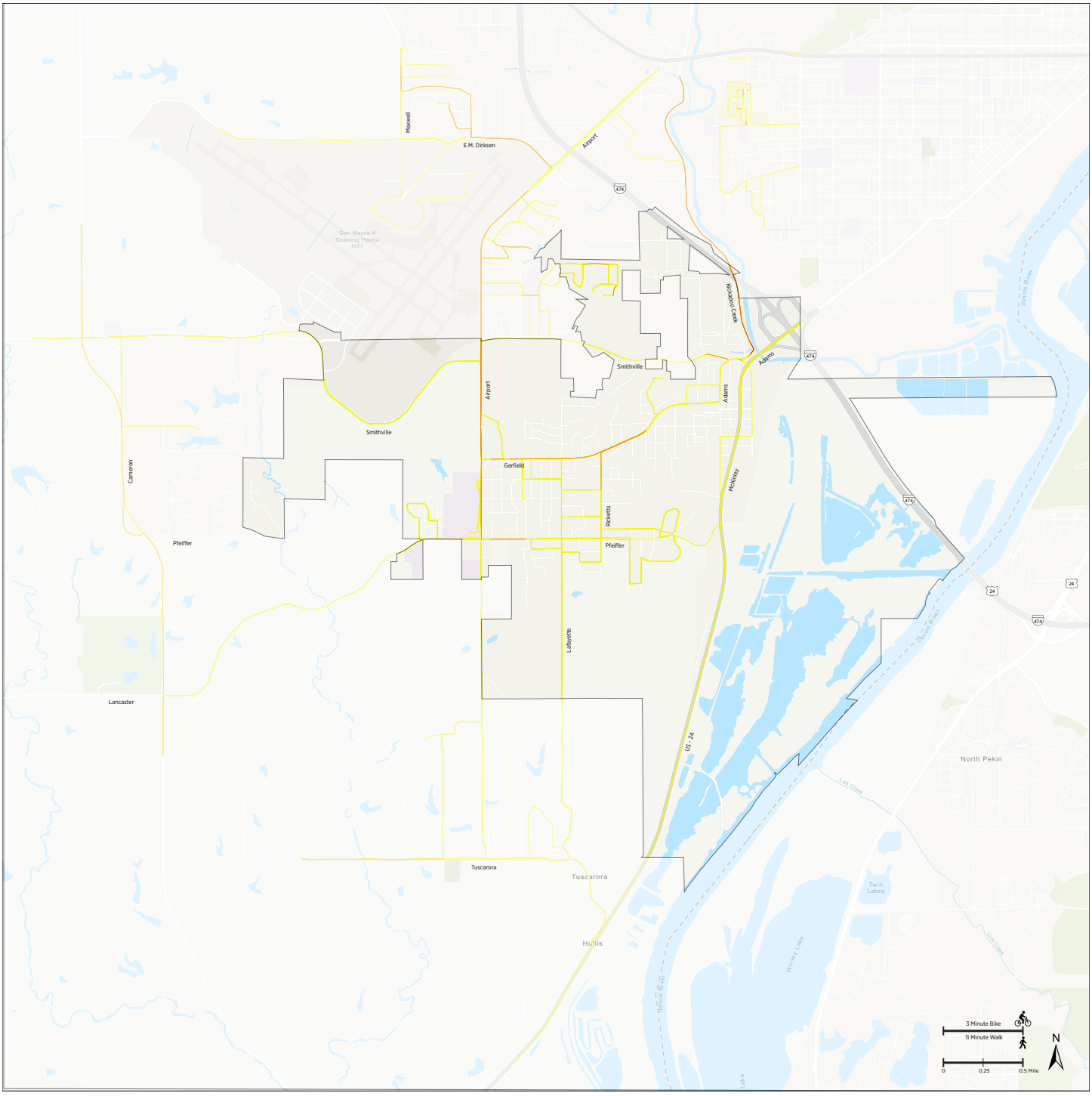
Utilizing available data related to the walking and biking already occurring in Bartonville helps inform the understanding of current travel behavior and patterns. This shows what streets, sidewalks, and paths are being used the most, where gaps might be limiting walking and biking, and what streets people are walking or biking on, even if active transportation infrastructure is lacking along these streets. Ultimately, existing walking and biking data can help identify where people need and want to travel to.

Strava Biking Activity

The data shown on the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking and biking. Biking trips were separated from this data to provide some indication of where biking activity is happening today.

Hotspots for biking activity tracked on Strava include along Garfield Avenue, Airport Road, and Kickapoo Creek Road. Outside of Bartonville, Cameron Lane is also used as a north-south connection by people biking. Kickapoo Creek Road biking activity continues further to the north, as does Airport Road activity via Maxwell Road. Numerous other streets in Bartonville also have identified biking activity, just at lower levels than the streets mentioned above.

Importantly, Strava provides only a partial view of biking activity. Users generally track their recreation and exercise rather than daily trips for transportation. Additionally, Strava users may be wealthier and more tech savvy than the general population. These data should be used in conjunction with other indications of walking and biking activity.



Strava Biking Activity, 2024

Lower Higher

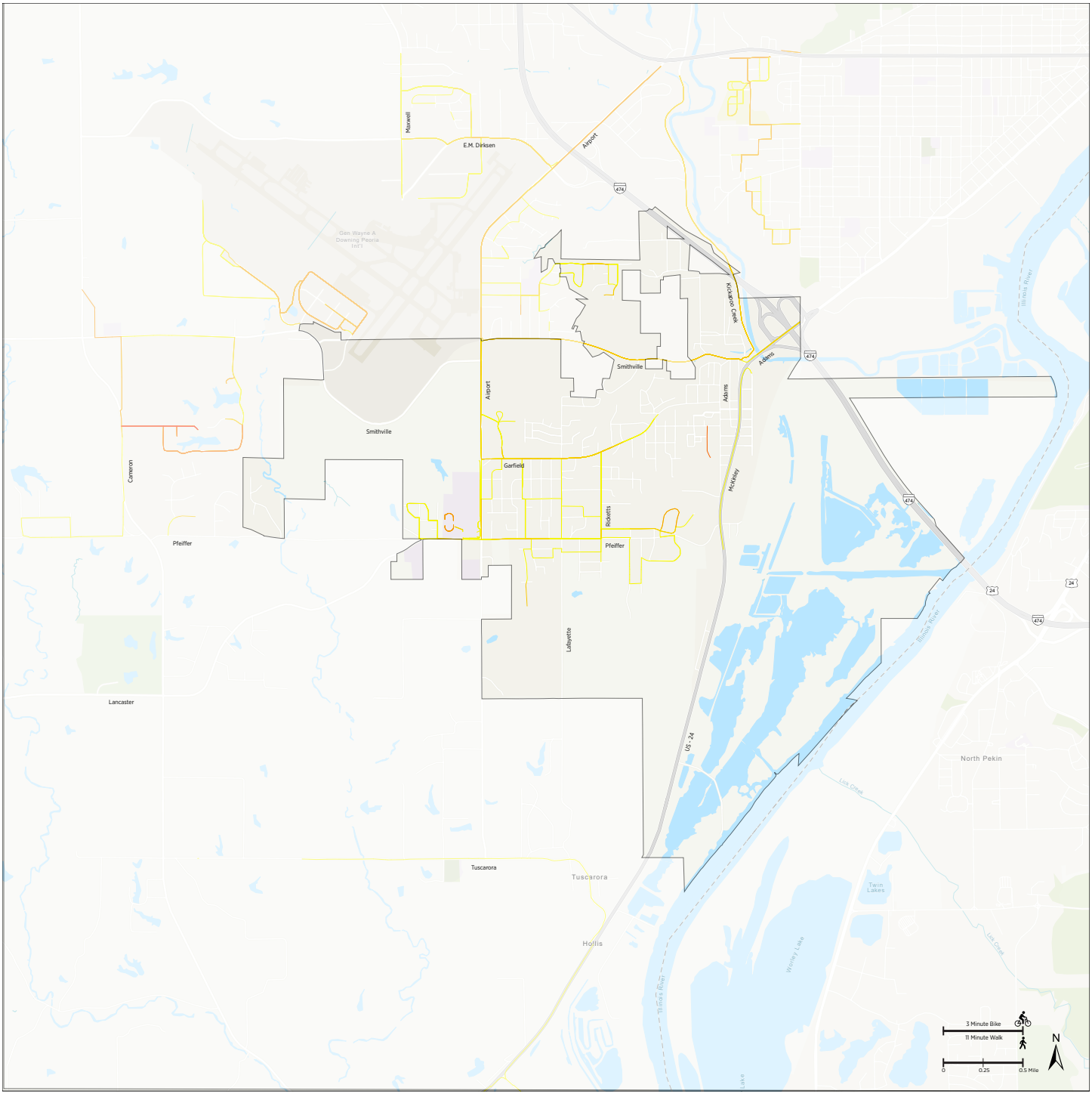
Strava Walking Activity

The data shown on the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking and biking. Walking trips were separated from this data to provide some indication of where walking activity is happening today.

While Airport Road, Smithville Road, and Garfield Avenue experience higher levels of walking activity along them, there is more highly localized walking activity in Bartonville compared to biking activity. Local streets like Jefferson Avenue, Becker Drive, Thorngate Drive, and the track at Limestone High School have the most walking activity tracked by Strava of any areas in Bartonville. The Air National Guard base also has higher walking activity within the base.

These trends suggest that there is a demand for more recreational walking opportunities in Bartonville, as people are already walking along local residential streets for exercise, or even around the track at Limestone High School. Enhancing walking connections both within and between neighborhoods can help expand recreational walking, resulting in a healthier community, but can also help reduce driving trips and allow people to reach destinations that they currently do not feel comfortable walking to. High levels of recreational walking activity on local streets, and activity significantly dropping once the local street reaches a major road, suggests that people enjoy low-stress walking environments.

Importantly, Strava provides only a partial view of walking activity. Users generally track their recreation and exercise rather than daily trips for transportation. Additionally, Strava users may be wealthier and more tech savvy than the general population. These data should be used in conjunction with other indications of walking and biking activity.



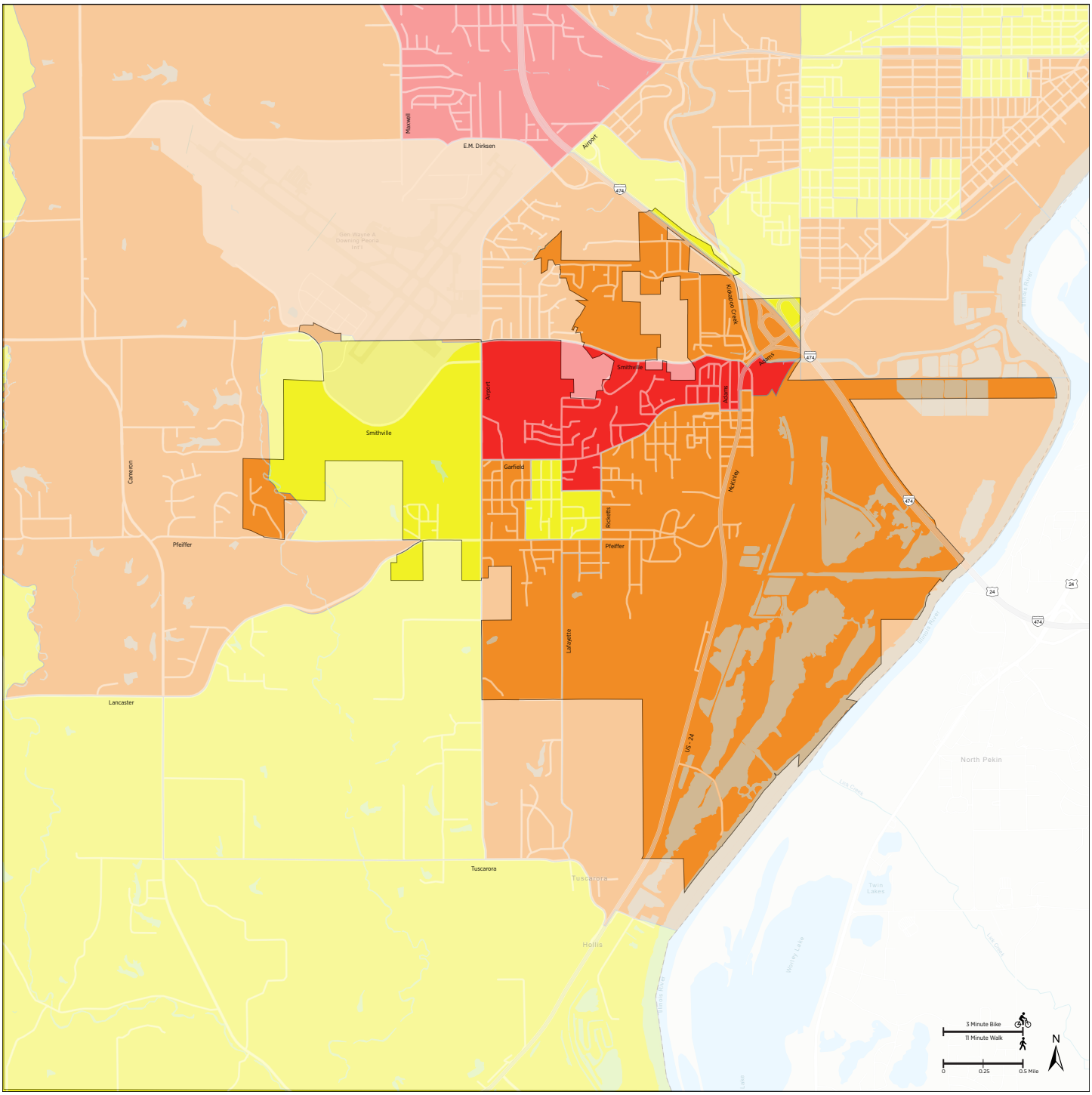
Strava Walking Activity, 2024

Lower Higher

Replica Biking Activity

The map shown here estimates the number of biking trips completed on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 214 daily biking trips from 184 people on a typical weekday in Bartonville.**

The most biking trips in Bartonville are occurring along the Garfield Avenue corridor, from Airport Road to Adams Street.



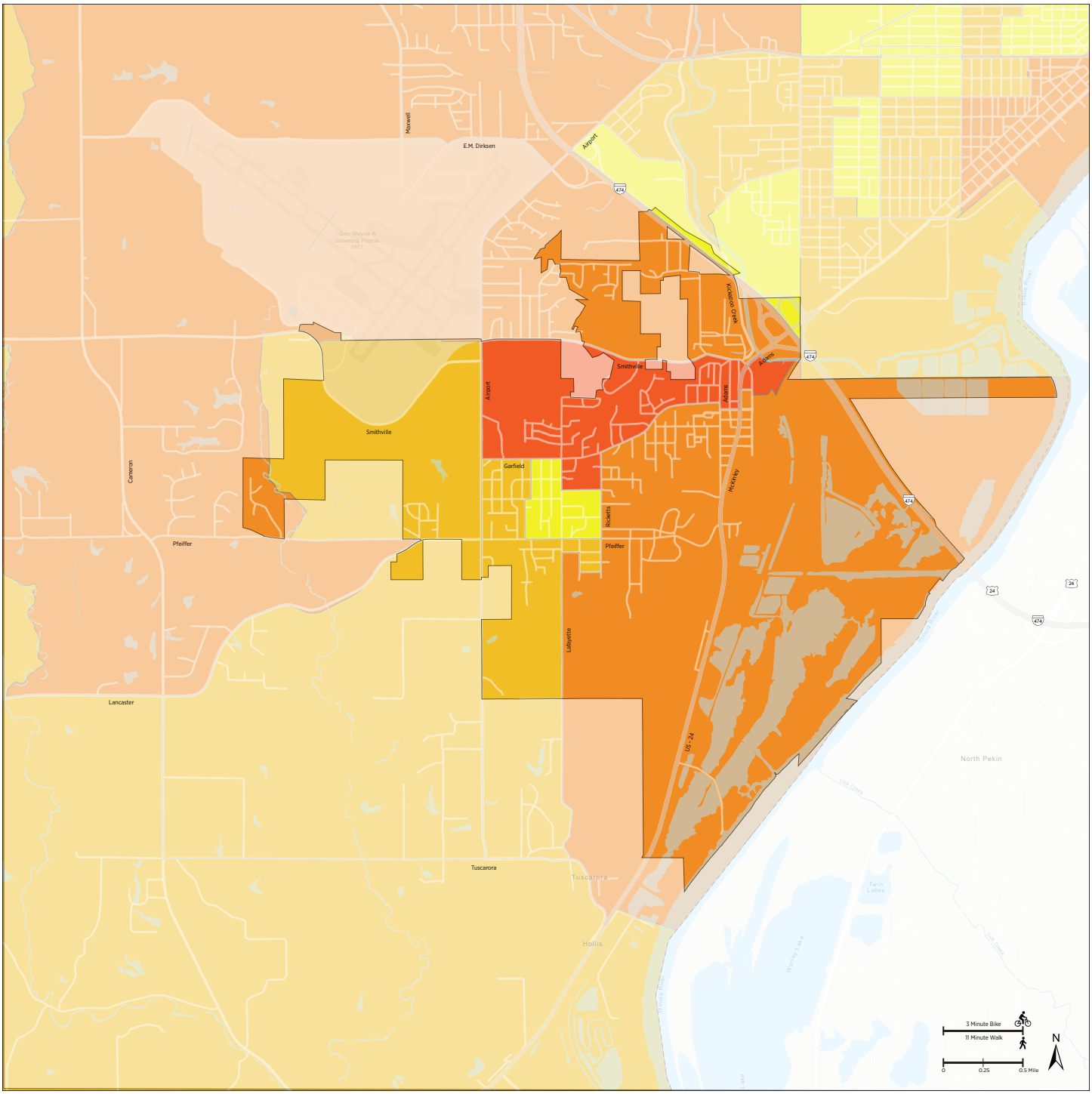
Replica Biking Activity

- 1 - 24 Daily Bike Trips
- 25 - 69 Daily Bike Trips
- 70 - 167 Daily Bike Trips

Replica Walking Activity

The map shown here estimates the number of walking trips completed on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 2,770 daily walking trips from 2,090 people on a typical weekday in Bartonville.**

Similar to biking activity, the most walking trips in Bartonville are occurring along the Garfield Avenue corridor, from Airport Road to Adams Street.



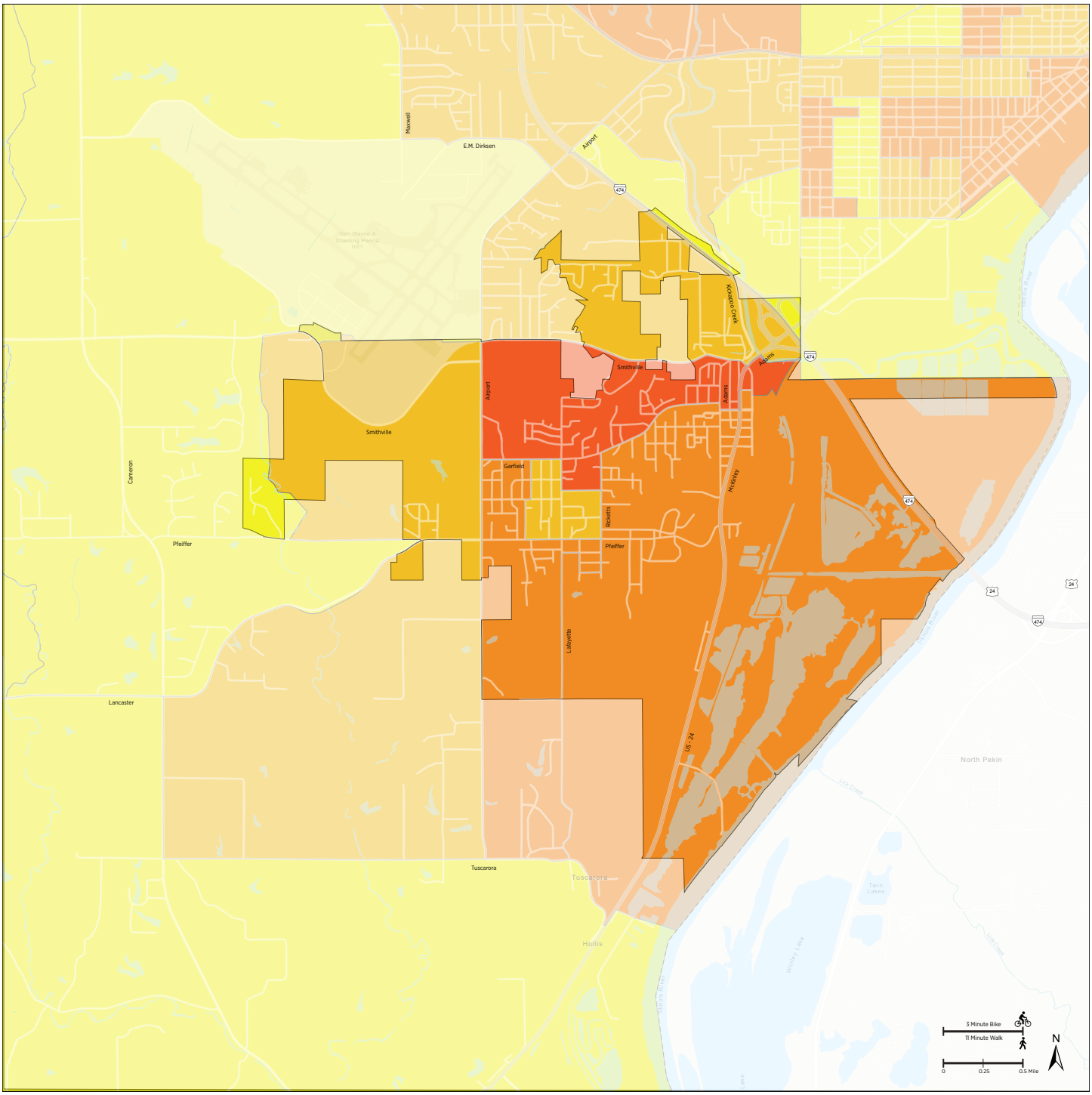
Replica Walking Activity

- 45 - 269 Daily Walk Trips
- 270 - 470 Daily Walk Trips
- 471 - 770 Daily Walk Trips
- 771 - 1,296 Daily Walk Trips

Short Driving Trips

The map shown here estimates the number of car trips under 1 mile in distance on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 2,960 daily driving or car trips under 1 mile in distance from 1,740 people on a typical weekday in Bartonville.**

Providing safe, comfortable, and convenient active transportation infrastructure may help shift some of these short driving trips under 1 mile to walking or biking. Sometimes, there is a perception that people do not walk or bike more simply because their destination is too far away to conveniently walk or bike to. While some trips are too long for the majority of the population to reasonably complete on foot or by bike, there are also nearly 3,000 trips completed each day in Bartonville via car that are a short enough distance that, for an able-bodied individual, are very feasible to walk or bike to complete the trip when high-quality active transportation infrastructure is available to use.



Daily Driving Trips Under 1 Mile

- 12 - 271 Daily Trips
- 272 - 499 Daily Trips
- 500 - 880 Daily Trips
- 881 - 1541 Daily Trips

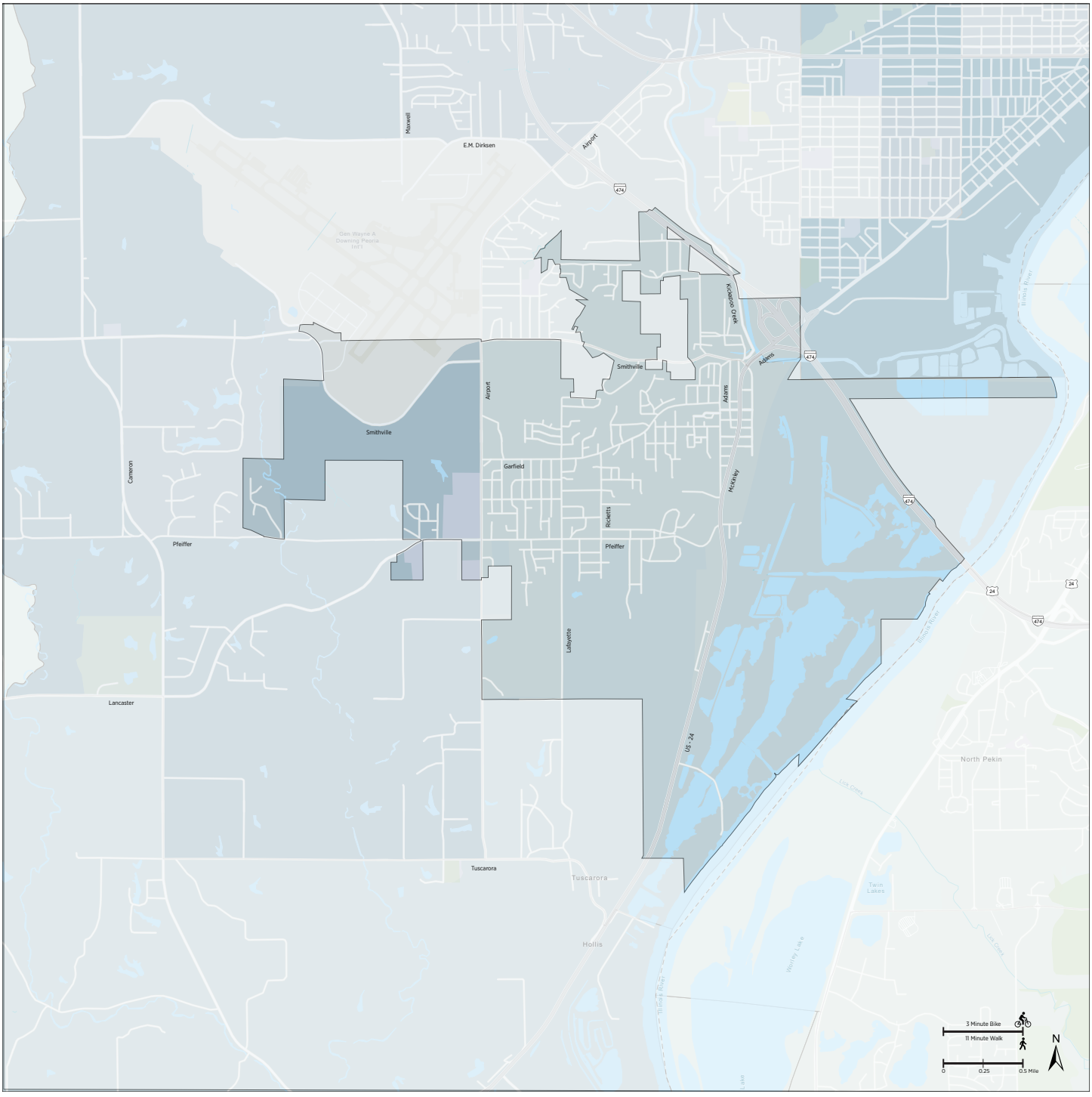
Population with Barriers to Driving

About 30% of the U.S. population does not have a driver's license[1]. These people must rely on others for auto transportation, find alternatives to driving, or defer trips altogether. This map shows the percentage of households that do not have any automobiles available for use. **According to data from the 2023 American Community Survey, about 3.5% of households in Bartonville do not own a car, and about 16% of households own only one car.**

While Bartonville may have fewer households without access to a vehicle compared to some surrounding areas, there are still residents living in Bartonville today that cannot drive a car or do not own a car. Building a robust active transportation network helps everyone to get around Bartonville, especially those who do not drive much or at all, and can ensure that they are able to travel with dignity and meaningfully participate in society.

Additionally, more than half of trips taken in the United States are under 3 miles in length, with about 28% of trips under 1 mile in length[2]. Recognizing that many trips involve short distances, emphasizing connections within a neighborhood to local destinations can not only help those who cannot drive have better access to important destinations for meaningful participation in society, it can also help convert short car trips to walking or biking trips if safe, comfortable, and convenient facilities exist.

[1] Source: USDOT Highway Statistics 2020
[2] Source: Study by University of Maryland - Maryland Transportation Institute and Center for Advanced Transportation Technology Laboratory, for the Bureau of Transportation Statistics.



Zero Vehicle Households

- 0 - 2%
- 2.1 - 6%
- 6.1 - 10%
- 10.1 - 21%
- Over 21%

Key Takeaways

People are already walking and biking in Bartonville. According to both Strava and Replica data, several thousand walking and biking trips are already occurring every day in Bartonville. While Bartonville has existing sidewalks in many areas of the village, the general lack of bike infrastructure means that many bicyclists may be biking on streets without any bike infrastructure, or biking on sidewalks. Additionally, as not all streets in Bartonville have sidewalks, some people are likely walking on streets without sidewalks, or on sidewalks along uncomfortable and unsafe major roads without adequate protection and separation from car traffic. Those already walking and biking in Bartonville deserve improved walking and biking infrastructure so they can more safely and comfortably travel with dignity throughout Bartonville.

There is demand for more walking and biking in Bartonville. Several thousand car trips under 1 mile in distance are occurring every day in Bartonville, showing that shorter trip distances already exist and can be converted to walking or biking trips for able-bodied individuals when comfortable and convenient walking and biking facilities are available. While connections outside of Bartonville are important, offering shorter, local connections that are safe and comfortable can help transition some of these trips to biking or walking, and improve walking and biking safety and comfort for those in Bartonville who already have to or are choosing to walk or bike.

There are people living in Bartonville right now that do not have access to a car or cannot drive a car. These residents may include people who do not own or otherwise have reliable access to a car, those who do not have a driver's license or are otherwise unable to drive a car, and those who choose not to drive a car. People who do not drive a car must rely on other means to travel, or even defer trips altogether. Planning for transportation infrastructure that allows all residents, whether or not they are driving, to travel throughout their community with dignity is critical to ensure that everyone is able to safely, comfortably, and conveniently reach destinations that they need or want to reach, and that everyone can meaningfully participate in society.

03

Engagement

Public engagement is a vital component of developing an effective active transportation plan. It ensures that the voices of community members—pedestrians, cyclists, transit users, and others—are heard and reflected in the planning process. Through surveys, steering committee meetings, and an open house, the project team gathered input on current challenges, desired improvements, and priorities for infrastructure and policy changes. This inclusive approach helps build trust, fosters community ownership, and leads to more equitable and responsive transportation solutions. Moreover, public engagement allows planners to identify barriers to active transportation that may not be immediately visible through data alone, such as safety concerns, accessibility issues, or cultural perceptions.

Online Survey

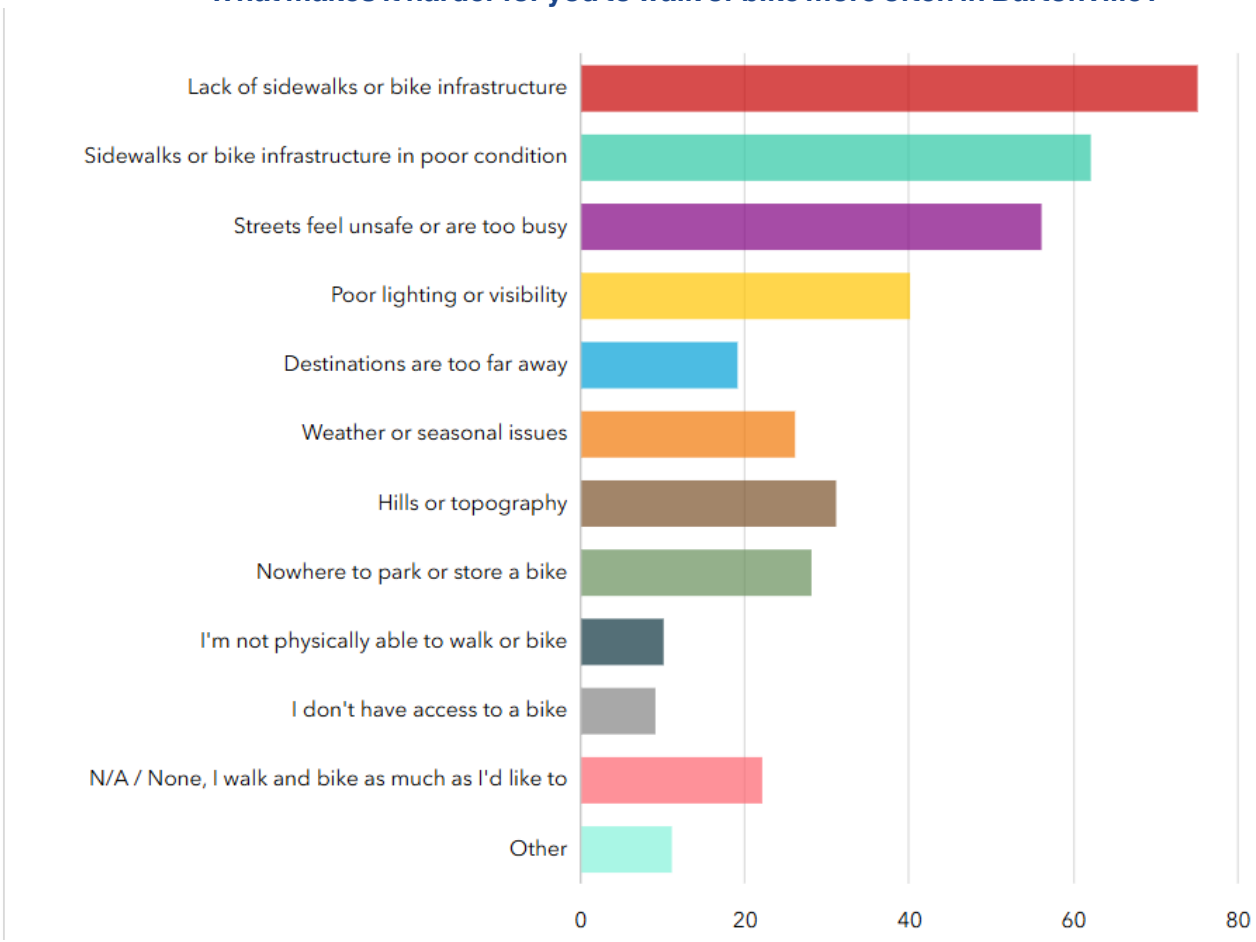
Over 150 people between May and October 2025 responded to a survey asking them about traveling in Bartonville. All respondents except three indicated they drive almost every day to get around Bartonville (1.9%) - which is less than the approximately 3.5% of total Bartonville residents who do not own a car, so results of this survey over-represent the perspective of people who are able to and choose to drive a car.

About 42% walk at least a few times a month, with 12% walking every day. About 20% bike at least a few times a month. Three respondents indicated they use CountyLink on-demand public transit.

The top three barriers that respondents noted make it harder to walk or bike more around Bartonville are:

- Lack of sidewalks or bike infrastructure
- Existing sidewalks or bike infrastructure in poor condition
- Streets feel too unsafe and busy to walk or bike along

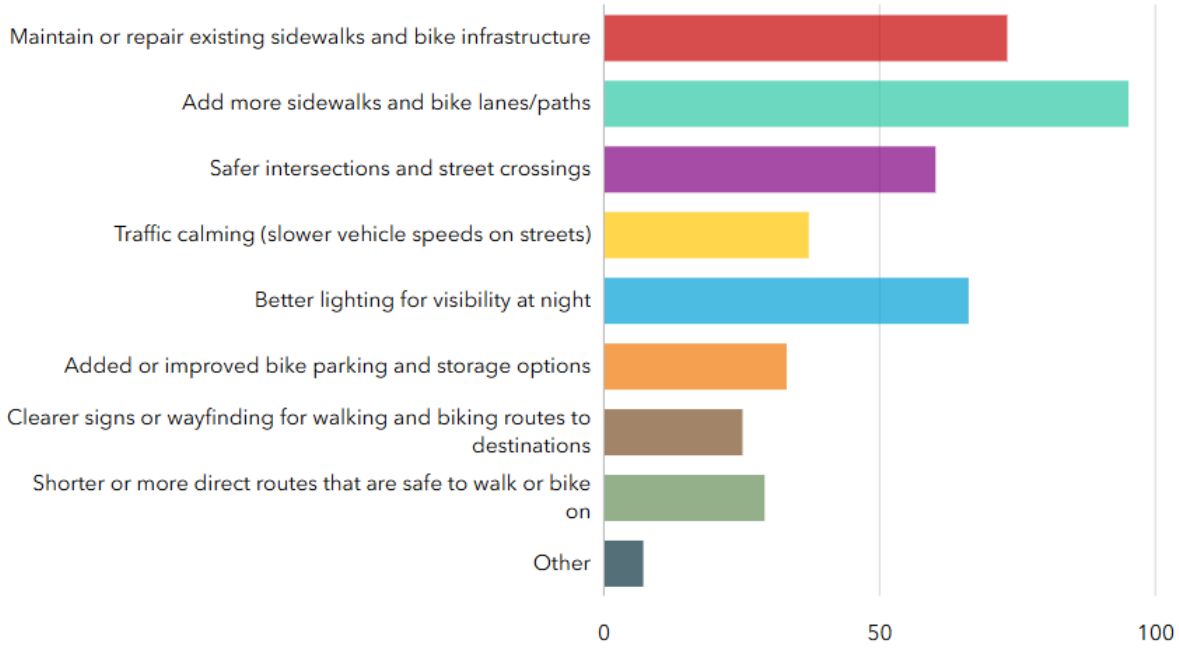
What makes it harder for you to walk or bike more often in Bartonville?



The top three improvements respondents want to improve walking and biking in Bartonville are:

- Add more sidewalks and bike paths
- Maintain and repair existing sidewalks and paths
- Better street lighting

What kinds of improvements would make walking and biking in Bartonville better for you?



When asked about specific places that respondents think need better walking or biking infrastructure, some common locations and desires include:

- Garfield Avenue needs wider and more accessible sidewalks, with more crossing opportunities to cross the street when walking or biking, especially near Kroger
- Smithville Road, especially near Lauterbach Park
- Pfeiffer Road between Ricketts Avenue and US-24 needs sidewalks, and Pfeiffer Road west of Ricketts Avenue needs a sidewalk on the south side of the street as well, to Oak Grove School
- Improved maintenance on the Airport Road sidewalk – debris, vegetative overgrowth, and accessibility issues are all concerns
- The Monroe School neighborhood needs more sidewalks
- Sidewalks on Ricketts Avenue should be widened

Desired walking and biking connections include:

- Connecting Limestone High School to the Lancaster Road neighborhood near Cameron Lane and Coyote Creek Golf Club, and connecting other rural neighborhoods to Bartonville
- Recreational walking and biking paths in Alpha Park and/or Lauterbach Park
- American Legion on Airport Road
- Sidewalk connection to SC2 on Airport Road
- Sidewalk connections to CityLink bus stops, and further north into Bellevue
- Sidewalks connecting schools and parks to neighborhoods

Other general notes and desires from respondents include:

- Recreational walking and biking paths
- Sidewalk accessibility – maintenance to remove cracks, uneven surfaces, and vegetative overgrowth, and more/improved ADA-compliant curb ramps
- Speeding vehicles make it feel unsafe to walk or bike – increased enforcement and street design to discourage speeding
- Hills are a major barrier to walking and biking connections, and even with improved sidewalks and paths, some people may not choose to walk or bike due to hills
- Placemaking along Garfield Avenue and Adams Street – streetscape beautification
- A lack of places to park/lock bikes keeps people from biking more

Overall, the vast majority of respondents (about 98%) are generally supportive of Bartonville improving walking and biking connections and conditions throughout the Village. Of the roughly 2% of those who are generally not supportive of the plan, the primary concern is a desire for public spending and investment to be spent on other initiatives.

Steering Committee Meeting #1

The committee gathered on July 22, 2025 to discuss goals for improving pedestrian access and safety in Bartonville and surrounding areas. Key objectives identified included connecting all schools and parks with sidewalks or pathways, ensuring safe crossings—especially on Garfield Street—and improving accessibility for people with disabilities. The group emphasized the importance of working with neighboring governments and agencies, such as Peoria County, Limestone Township, and IDOT, to create a unified network of walkways.

The committee highlighted several reasons for developing an active transportation plan. These included promoting community health, boosting the local economy, and improving Bartonville's public image as a gateway town. The committee determined that success will be measured by increased collaboration with new partners, recognition of the plan by other agencies, and growth in walking and biking activity. The group also discussed long-term goals, such as connecting major parks and neighborhoods with sidewalks, and identifying areas lacking infrastructure. Local strengths identified included support from schools, while concerns remain about missing or damaged sidewalks in key locations. A summary of specific discussion points is as follows:

Goals we'd like to see:

- Connect all schools and parks with sidewalks/pathways; provide safe access to all
- Intergovernmental cooperation: Support connecting sidewalks/pathways with Village of Bartonville, Peoria County (Airport Road, Smithville Road, etc.), Limestone Township, & State of Illinois (Rt 24)
- Have sidewalks on at least one side of roads
- Additional crossings on Garfield
- Provide safer crossing on Garfield
- Add signal for crossing between Airport and Lafayette
- Safe crossing for all disabilities, especially near schools and SEAPCO
- Adding pedestrian islands for safe crossings

Reasons for active transportation plan:

- Important of place making and image – important to see activity in community, it's attractive to outsiders, shows growth, improves economy
- Bartonville is a gateway community; possible to connect to other towns via pathways. People driving through see activity which impresses image of growth & prosperity
- Health – important for all ages mental and physical health; not just for recreation, and ensures that everyone is able to reach important destinations for their daily needs

How to track success:

- Who are we partnering with now that we weren't before
- What other agencies recognize this as a formal plan
- What other agencies buy in/support the plan or use the plan for their own planning
- Way people talk about transportation; are they asking how they can assist or tie into;
- Amount of current walking/biking increases over the years using apps, GIS mapping, etc.
- Mapping sidewalks: Compare sidewalk maps from today: what's been improved, added, etc.

What it looks like 10 years from now:

- All parks and schools connected with sidewalks/pathways
- Connect Alpha Park with Lauterbach Park
- Connect Lauterbach park with upper and lower neighborhoods for easier access to park – roads, sidewalks.
- Improved, connected sidewalks along Rt 24
- Sidewalks/pathways to Mendenhall Park

Local Strengths/Opportunities

- Local Boards Buy In – Getting Village of Bartonville, Peoria County, Limestone Township boards and the State of Illinois to support the plan
- Health, Economic Development, Beautification, Connectivity, Mobility, Safety, Key Destinations - speak with these boards about benefits and intent of this plan, with additional supporters in the audience; health dept., schools, county officials, economic development people, businesses, etc. – more bodies to help explain and support the plan
- Getting buy in from Chamber of Commerce
- Getting buy in from Economic Development company
- Find key areas and focus on it first to see change quickly to get public support and to gain momentum
- Good relationship with schools and high level of engagement from schools is important - how this can help schools (pick up times, getting to and from schools, etc)
- What ideas they might have for pathways
- Getting health dept involved
- Add unincorporated areas to existing/non-existing maps
- How to connect to other pathways established or in the planning stages. Examples: Peoria's biking paths, Rock Island Trail, Kickapoo Creek, Hanna City Trail, etc.

Areas of Concern:

- North Lafayette – no sidewalks
- Township areas near Monroe school – no sidewalks (limestone township roads)
- Airport Road and Smithville road – no sidewalks toward SC2 (county roads)
- Rt 24 sidewalks need major repairs or have no sidewalks (state road)
- Look at other areas that have sidewalks but need repairs
- Smithville road by Lauterbach – no sidewalks (county road)

Steering Committee Meeting #2

A second meeting occurred on October 21, 2025, with the primary purpose being a full review of the updated future network map, which incorporated community feedback into the initial data-centric draft map to prioritize proposed multi-use paths and sidewalks. The map was developed using criteria such as safety, connectivity, cost, and ease of implementation. Smithville and Airport Roads were discussed in detail, with Smithville identified as a top community priority despite challenges like right-of-way acquisition and tree removal.

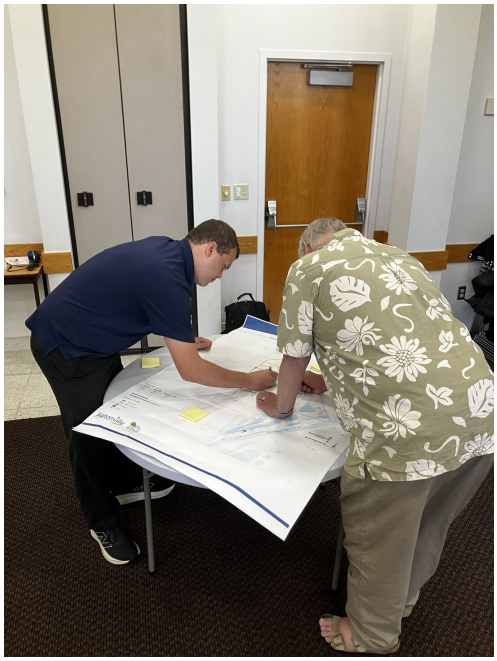
Peoria County representatives emphasized the importance of securing grant funding and clarifying long-term maintenance responsibilities, which may involve public-private partnerships or shifting maintenance responsibilities to the Village of Bartonville, Limestone Township, or other local agencies or departments. As a result of the discussion, the group agreed to lower Airport Road's priority due to existing sidewalk infrastructure present, while maintaining Smithville Road's very high priority status, acknowledging the difficulty of completing simultaneous improvements on both Airport Road and Smithville Road.

The committee also addressed pedestrian safety concerns, particularly on Garfield and Airport Roads. Suggestions included adding pedestrian medians, curb extensions, and pedestrian-activated signals to improve crossings near schools and high-traffic areas. Design solutions were discussed to reduce crossing distances and slow traffic, while balancing the feasibility of implementing these changes based on traffic studies and road design. The team also discussed maintenance responsibilities and community partnerships, highlighting successful examples from Peoria involving volunteer groups and local businesses.

Public Open House

A public open house was held on September 25, 2025, for community members to learn more about the project, and offer their comments on the draft future walking and biking network. A summary of comments received on the draft future walking and biking network are below:

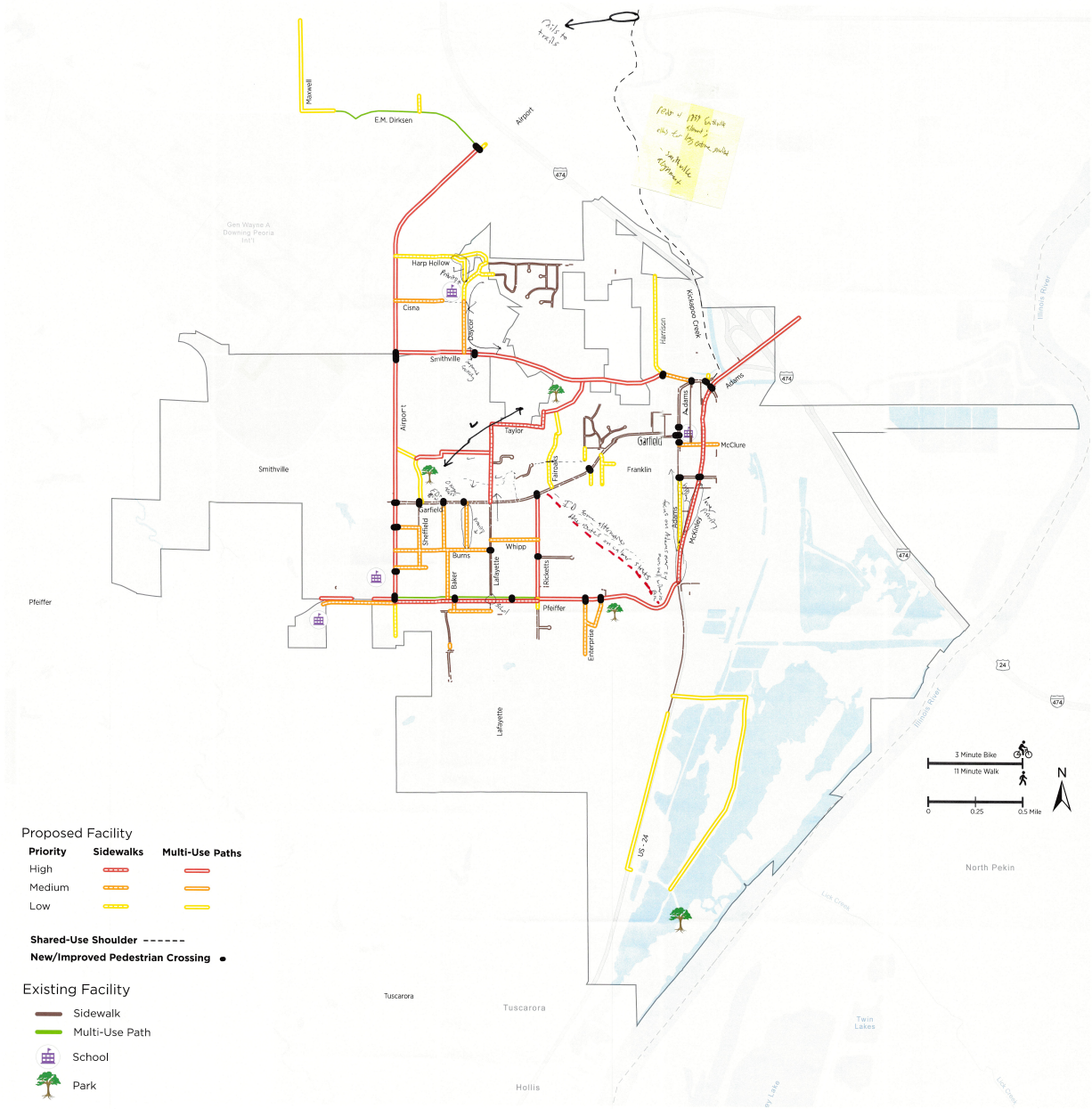
- Park-to-park connections, notably Alpha Park to Lauterbach Park, are important.
- A path along Smithville Road from Airport Road to Adams Street is desired.
- New sidewalk connections near Monroe School and connecting the residential neighborhood to a future path along Smithville Road would provide important connection points.
- Widening an existing 5-foot sidewalk along Airport Road to a multi-use path is desired.
- The omission of sidewalks on several residential streets with steep grades was understood, as attendees noted that these may not be used much and the increased construction and maintenance costs are not worth it.
- Rather than focusing on improved sidewalk conditions along the space-constrained and vehicle-centric McKinley Avenue, a short segment of sidewalk between Pfeiffer Road and Adams Street could be widened to a multi-use path and investment could then be focused on improving sidewalks on Adams Street.
- It was noted that McKinley Avenue would need significant changes to improve walking and biking conditions along it, so focusing on improved crossing opportunities across McKinley Avenue may be a better use of limited resources and to balance the vehicular orientation of McKinley Avenue.
- Exploring walking connections behind Kroger could provide a more direct connection to commercial destinations for residents of this neighborhood.
- Improved pedestrian crossing opportunities across Garfield Avenue are needed.



An attendee of the open house looks at a map with a project team member

Bartonville Draft Network

Future Network and Prioritization Map



Village of Bartonville
The Location for Everyone

BARTONVILLE Active Transportation Plan

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04

Facility Scoring & Network Development

This chapter explains the building blocks used to create the future walking and biking network, and provides more details on what potential future walking and biking connections could include.

Potential improvements included in this chapter are intended to be used as a starting point to make it easier for Bartonville and partner agencies to begin implementation of walking and biking improvement projects.

While a high-level analysis of each segment of proposed walking and biking infrastructure has been completed to ensure recommendations are right-sized for the context of each specific street, these proposed improvements have not yet been engineered or designed. The specific type and location of projects may have to be changed once in-depth designing of facilities occurs, and final projects can look different than what is described in this chapter.

Walking and Biking Network

The development of a walking and biking network factors in the following considerations when determining where future walking and biking infrastructure should be located, the type of infrastructure being proposed, and the priority of the proposed future infrastructure relative to other proposed infrastructure segments.

Safety

Transportation infrastructure relies on people feeling comfortable and confident enough to use it. When safety is prioritized in the planning process, trust in the active transportation system develops, which in turn promotes long-term usage of the system. A safe network that prioritizes safety most through features such as protected walking and biking infrastructure that is physically separated from vehicle traffic, clear signage, well-marked crossings, and traffic calming measures that reduce the risk of crashes and injury in turn encourages more riders of all ages and all abilities to choose to walk or bike as a regular mode of transportation. Simply put, people should not have to risk death or serious injury when simply traveling to everyday destinations. Thus, locations with known existing safety concerns are prioritized highly.

Connectivity

Active transportation is only viable when it gets people to where they want to go. A well-connected network links homes, schools, parks, businesses, grocery stores, and other destinations important to the community, making walking and biking practical options for daily activities—not just recreation. When paths and sidewalks are continuous and logically placed, they reduce the need for lengthy detours or unsafe crossings, which encourages more consistent use and supports access for all community members.

An active transportation network with strong connectivity also improves the overall effectiveness of the whole transportation system. It allows for smoother travel, reduces congestion, and supports multimodal transportation by integrating walking and biking with other forms of travel. In communities like Bartonville, where planners aim to link parks and neighborhoods, connectivity helps create a sense of cohesion and supports broader goals like economic development, public health, and environmental sustainability. Without connectivity, even the safest pathways may go unused if they fail to connect people to the places they need to go.

Existing Walking and Biking Activity

Existing active transportation activity provides valuable insight into how and where people are already choosing to travel without a car. These existing patterns in turn assist in identifying high-demand areas and prioritizing improvements where they will have the greatest impact. By building on existing habits, communities can support and encourage more active transportation, making the network more effective and responsive to real needs.

Additionally, areas with current walking and biking activity often reflect places where infrastructure is already somewhat supportive or where people are willing to navigate challenges to stay active. Enhancing these areas with safer, more connected routes can lead to quick wins, build public support, and demonstrate the value of investment. Tracking and responding to existing activity also helps ensure that resources are used efficiently and that the network evolves in a way that reflects community behavior and preferences.

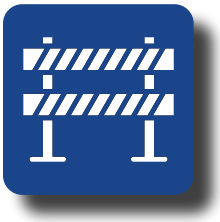
Connecting Residential Areas to Destinations

When neighborhoods are linked to schools, parks, stores, and workplaces, people are more likely to perceive walking and biking as reliable modes of transportation and recurringly opt for them. Connection between residential areas and destinations supports independence for youth, the elderly, and people with disabilities, reduces reliance on cars, and promotes healthier lifestyles by making active travel part of daily routines. It also helps people of all ages and abilities to reach essential services safely and efficiently without requiring access to a vehicle. By focusing on these connections, planners can design a network that reflects how people live and move through their communities, increasing the network's usefulness and long-term success.

Cost of Implementation

While safety and connectivity are critical, even the most well-designed plans cannot move forward without adequate funding. Understanding the financial requirements—such as construction expenses, land acquisition, and long-term maintenance—helps planners prioritize projects realistically and seek appropriate grants or partnerships to support them. By virtue of being significantly less costly than traditional transportation infrastructure, active transportation often allows for a community to make the most positive impact amidst a financially challenging planning environment.

Cost considerations also ensure that resources are allocated efficiently, allowing communities to invest in high-impact areas first. By evaluating the cost alongside other factors like existing activity and destination access, planners can make informed decisions that balance ambition with practicality. This approach helps build public trust, as residents see progress in areas that matter most, and it positions the network for sustainable growth over time.



Barriers to Driving

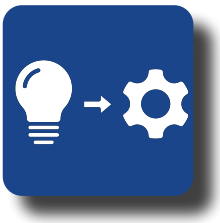
In areas where driving is limited by low levels of vehicle ownership, congestion, lack of parking, or physical constraints, a well-designed active transportation network can offer a practical and efficient solution. By identifying and responding to these barriers, planners can create routes that serve people who may otherwise struggle to reach destinations, especially in underserved communities or areas lacking connectivity.

Addressing driving barriers also helps reduce reliance on cars, which helps everyone get around their community with dignity, advances environmental goals, and improves public health. When walking and biking become more attractive options due to driving challenges, it can lead to reduced traffic, lower emissions, and safer streets. This in turn results in a travel environment that's better for drivers, walkers, and bikers alike. Prioritizing active transportation infrastructure in these areas ensures that transportation systems are adaptable, meeting the needs of residents who face limitations with vehicle access or mobility.

Community-Identified Needs

Community members know their communities best. Community input is vital to the planning process and for ensuring that the process possesses public support and relevance. However, community input may not always perfectly align with technical feasibility, safety standards, or long term planning goals. For this reason, community identified needs can be incorporated into any active transportation plan while also balanced with data-driven analysis and technical expertise.

Community input should inform and enhance the planning process, but it must be weighed against other factors to ensure that the end result meets the needs of all users and contributes to a cohesive, functional transportation system. For example, a segment that is desired by the community but scores very low among the other categories may be included as a longer-term goal. Conversely, if two segments both score very highly, but one is much more desired by the community, then the segment desired by the community may receive a higher prioritization level.

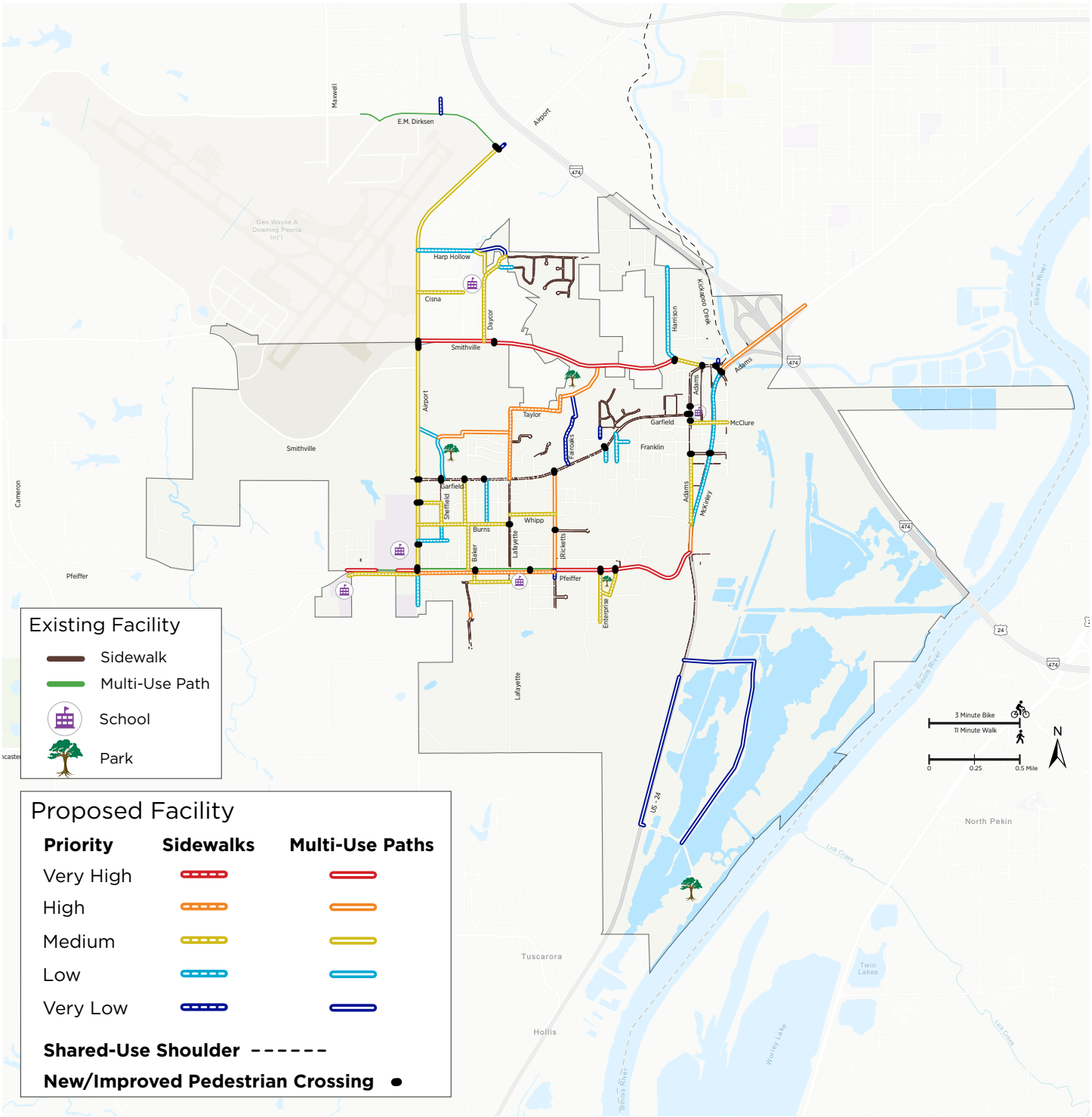


Ease of Implementation

Locations with ample existing space in the public ROW that require minimal utility relocation, tree removal, and lack other physical obstacles like topographical features are often easier to construct active transportation infrastructure along. Additionally, streets under local jurisdiction (Village of Bartonville or Limestone Township) often require less coordination compared to Peoria County or IDOT-owned streets. Thus, ease of implementation is factored into determining whether a connection is proposed and the priority level of the connection. Connections that are deemed simpler to implement can help with 'quick wins' and build momentum and public support for larger projects.

It is important to note that simple or inexpensive projects are not automatically included or given a high priority, because critical needs such as safety, connectivity, and equitable access may be overlooked. A walking and biking network should be designed to serve the community effectively, even if that means addressing complex challenges like land acquisition, infrastructure upgrades, or coordination across jurisdictions.

Future Walking and Biking Network Map



Multi-Use Paths

Unlike a sidewalk, which is intended for pedestrian and mobility-aided travel, multi-use paths are wider and designed to accommodate a variety of non-motorized uses, including pedestrians, bicyclists, skaters, and people using mobility devices. These paths are often (but not always) located away from busy roads and provide a more comfortable and scenic route for both recreation and transportation. If located adjacent to a busy road, multi-use paths should be separated from the roadway in the interest of providing a safe and pleasant user experience. Multi-use paths are ideal for connecting higher traffic generating locations such as parks, schools, and neighborhoods, as they support higher volumes and mixed types of active travel than sidewalks alone.

The adjacent map depicts existing and proposed multi-use paths within the study area. Proposed multi-use paths are outlined with respect to their level of priority.

Existing and Proposed Multi-Use Paths Map

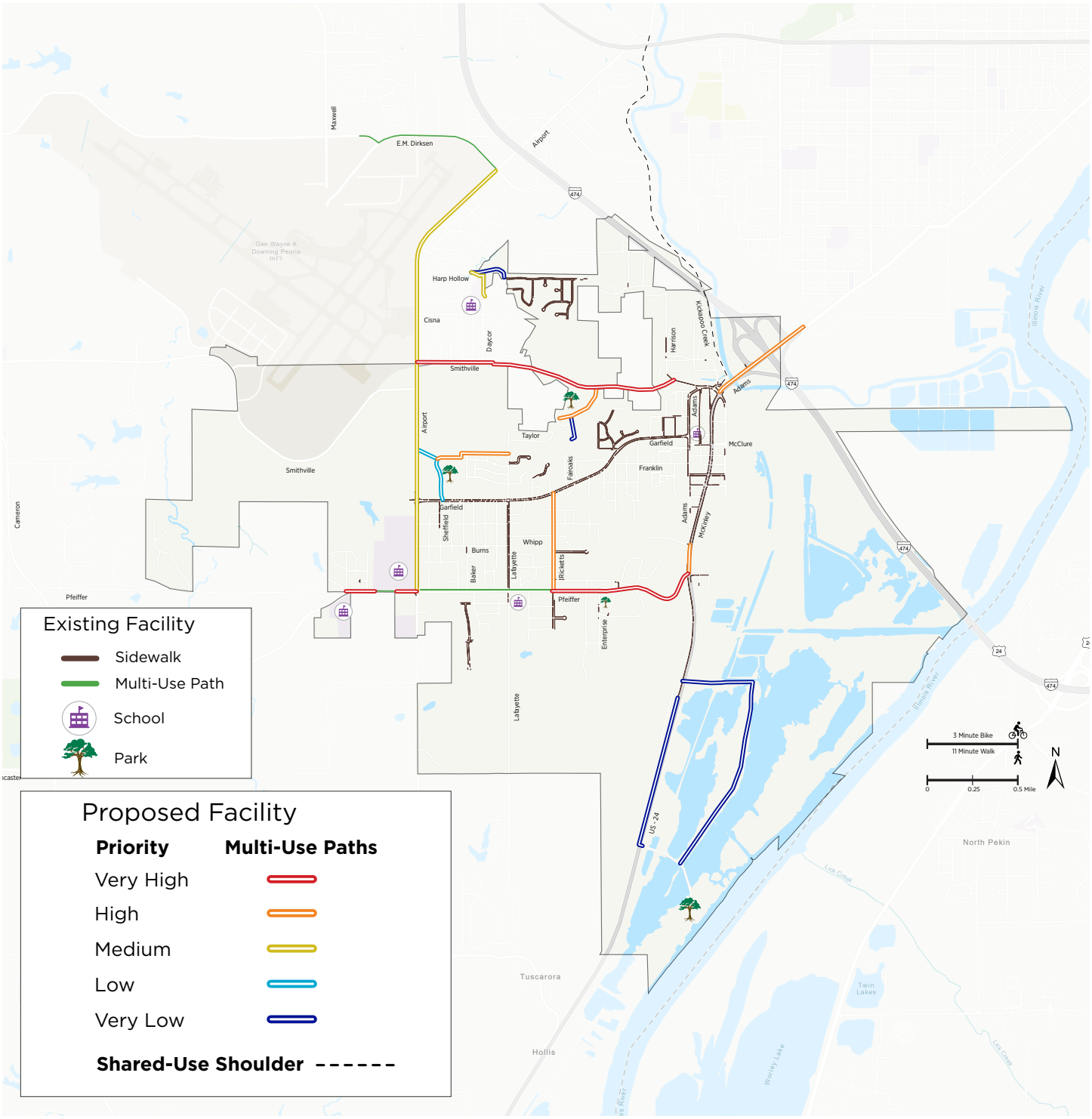


Table 4.1: Multi-Use Paths Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	MUP	Smithville	Tara Strip to Harrison St
Highest	MUP	Smithville	Airport Rd to Tara Strip
Highest	MUP	Pfeiffer	Enterprise Dr to US 24
Highest	MUP	Pfeiffer	Ricketts Ave to Enterprise Dr
Highest	MUP	Pfeiffer	Sandalwood Ln to Limestone HS
Highest	MUP	Pfeiffer	Limestone HS to Airport Rd
High	MUP	Ricketts	Garfield Ave to Cedar Point Ct
High	MUP	Ricketts	Cedar Point Ct to Pfeiffer Rd
High	MUP	Alpha	Garfield Ave to Airport Rd
Medium	MUP	Airport	Garfield Ave to Dirksen Pkwy
Medium	MUP	Airport	Garfield Ave to Pfeiffer Rd
Medium	MUP	Lauterbach	Smithville Rd to Lauterbach Park Interior
Medium	MUP	Adams	Adams/McKinley to Oregon St
Medium	MUP	Harp Hollow	Harp Hollow Rd to Daycor Divide
Medium	MUP	McKinley	Harp Hollow Rd to Daycor Divide
Low	MUP	Alpha Park	Alpha Park to Lafayette Ave
Low	MUP	Harp Hollow	Harp Hollow Rd to Ducharme Ave
Lowest	MUP	Lauterbach	Fairoaks Ct to Lauterbach Park
Lowest	MUP	Mendenhall Connection A*	Miller Street to Mendenhall Rd
Lowest	MUP	Mendenhall Connection B*	US 24 to Mendenhall Rd
Medium	**Shoulders**	**Kickapoo Creek 1**	**Adams St to Airport Rd**

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria County	$$$$	Multi-use path on south side of street
Peoria County	$$	Multi-use path on north side of street
Village of Bartonville	$$$$$	Remove one WB travel lane, move curb in. Add multi-use path on north side of street. Physical barrier between path and road
Village of Bartonville	$$$$$	Rebuild road to remove center median. One travel lane in each direction and one left turn lane; multi-use path on north side of street
Peoria County	$$	Widen N sidewalk to multi-use path
Peoria County	$$	Widen N sidewalk to multi-use path
Village of Bartonville	$$	Widen existing W sidewalk to multi-use path
Village of Bartonville	$$	Widen W sidewalk to multi-use path
Village of Bartonville/ Airport Authority	$$$	Multi-use path - on airport-owned parcel; follow along south side connect to Lafayette sidewalk
Peoria County	$$	Widen E sidewalk to multi-use path
Peoria County	$$	Widen E sidewalk to multi-use path; maintain W sidewalk as is
Village of Bartonville	$	Signage/placemaking to promote official walking route and permeability between Taylor and Smithville
IDOT	$$$$$	Road diet - reduce from 6 lanes to 4; widen NW sidewalk to multi-use path - tie into roundabout at Adams/McKinley
Limestone Township/ Village of Bartonville	$$	Multi-use path connecting Harp Hollow to Daycor through Monroe school grounds (unpaved through ravine)
IDOT	$$$$$	Multi-use path on west side of road, connecting to Adams St sidewalk. Requires significant excavation of retaining wall to provide more space to widen sidewalk to a path without alterations to road
Village of Bartonville	$$	Path or sidewalk through park along Jim Thome
Limestone Township	$	Unpaved walking path through public ROW
Village of Bartonville	$$$	Pedestrian easement and switchbacks into ravine to connect to Lauterbach park - may need to be unpaved
IDOT	$$$$$	*Alternative to other Mendenhall connection; Feasibility Study recommended - only option to fit a path/sidewalk extension without significant excavation and property acquisition is to narrow US-24 from 4 lanes to 2 and include path/sidewalk on west side of road where westernmost lane currently is
Village of Bartonville/ Private	$$$$$	*Alternative to other Mendenhall connection; Feasibility Study recommended - only alternative to narrowing 24 is to traverse slightly raised floodplain land (land bridge) and tailwaters privately owned (currently by Keystone Steel)
Peoria County	**$$$**	**Add shoulders for shared use with bikes, with rumble strips between shoulder and traffic lane**

Sidewalks

A sidewalk is a paved walkway designed for pedestrians, typically located alongside a street or road. It provides a safe space for people to walk, separated from vehicle traffic, and is often made of concrete or asphalt. Sidewalks are essential for promoting walkability in communities, allowing individuals to travel on foot to schools, parks, stores, and other destinations without having to navigate on unsafe roads.

In addition to improving safety, sidewalks support accessibility for people of all ages and abilities, including those using wheelchairs, strollers, or mobility aids. They also contribute to public health by encouraging physical activity and help reduce traffic congestion and pollution by providing opportunities for non-motorized travel.

The adjacent map depicts existing and proposed sidewalks within the study area. Proposed sidewalks are outlined with respect to their level of priority.

Existing and Proposed Sidewalks Map

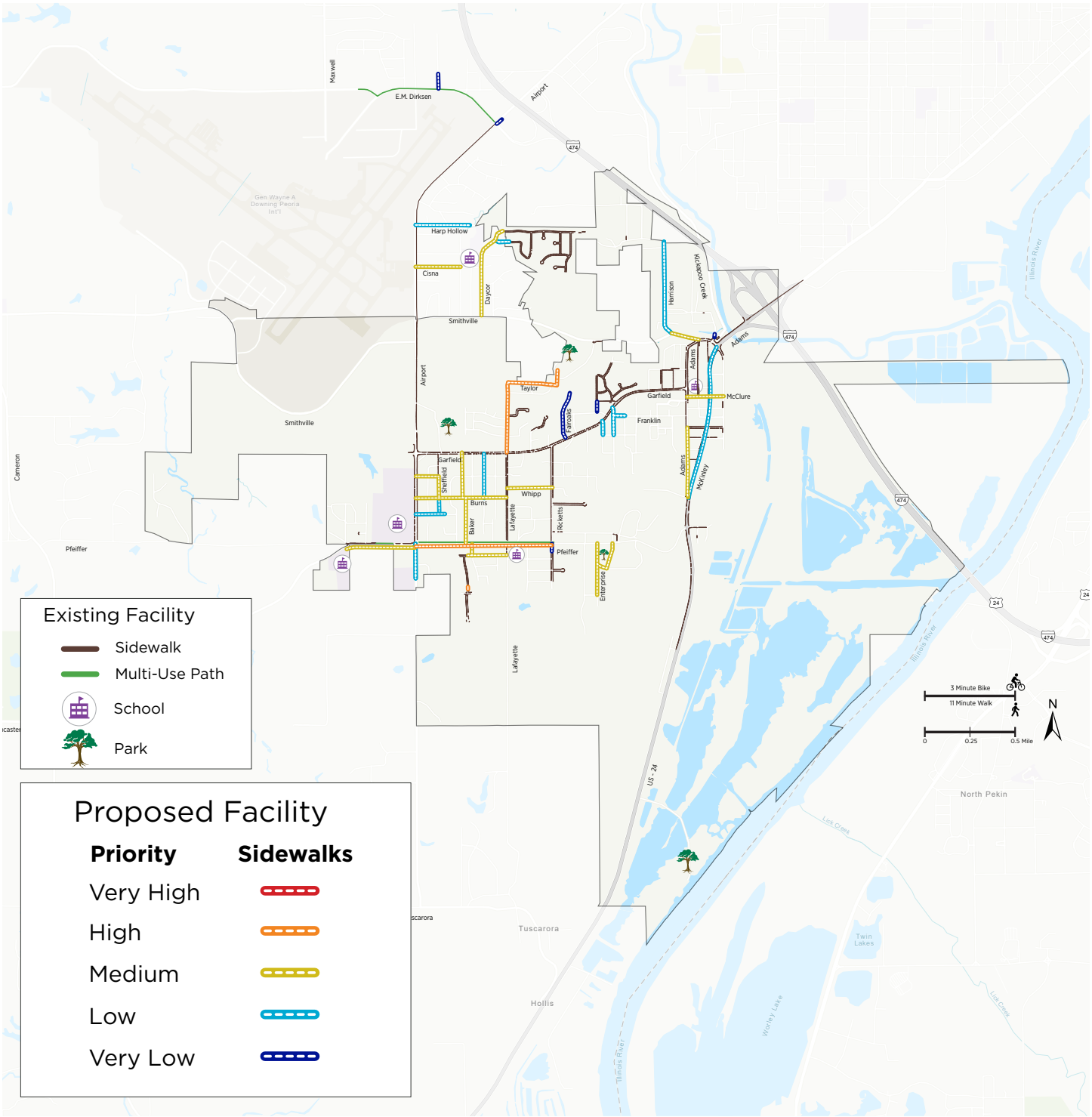


Table 4.2: Sidewalks Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
High	Sidewalk	Pfeiffer	Airport Rd to Ricketts Ave
High	Sidewalk	Lafayette	Garfield Ave to Taylor Ln
High	Sidewalk	Taylor	Lafayette Ave to Desoto Dr
High	Sidewalk	Baker	4525 Baker to 5201 Baker
High	Sidewalk	Lauterbach	Desoto Dr to Lauterbach Park
Medium	Sidewalk	Pfeiffer	Lancaster Rd to Airport Rd
Medium	Sidewalk	Sheffield	Burns Ave to Salisbury Ave
Medium	Sidewalk	Burns	Airport Rd to Lafayette Ave
Medium	Sidewalk	Salisbury	Airport Rd to Sheffield Rd
Medium	Sidewalk	Baker	Burns Ave to Pfeiffer Rd
Medium	Sidewalk	Winston	Garfield Ave to Burns Ave
Medium	Sidewalk	Whipp	Lafayette Ave to Ricketts Ave
Medium	Sidewalk	Lauder	Pfeiffer Rd to Rutledge Ave
Medium	Sidewalk	Rutledge	Baker Ln to Lafayette Ave
Medium	Sidewalk	Cisna	Airport Rd to Skyway Rd
Medium	Sidewalk	Daycor	Cisna Rd to Smithville Rd
Medium	Sidewalk	Daycor	Cisna Rd to Ducharme Rd
Medium	Sidewalk	Adams	Collier Ave to Rosaria Ave
Medium	Sidewalk	Adams	Rosaria Ave to US 24
Medium	Sidewalk	McClure	Adams St to Washington St
Medium	Sidewalk	Enterprise	Pfeiffer Rd to Barton Dr
Medium	Sidewalk	Industry	Pfeiffer Rd to Becker Dr
Medium	Sidewalk	Becker	Enterprise Dr to Industry Dr
Medium	Sidewalk	Roosevelt	Harrison St to Adams St
Low	Sidewalk	Granville	Garfield Ave to Burns Ave
Low	Sidewalk	Sheffield	Catherine Ave to Burns Ave
Low	Sidewalk	Catherine	Airport Rd to Sheffield Rd

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Village of Bartonville	$	Sidewalk on S side of street
Village of Bartonville	$$	Sidewalk on E side of street
Village of Bartonville	$$	Sidewalk on E side of street
Village of Bartonville	$	Connect short sidewalk gap on both sides of street
Village of Bartonville/ Private	$$$	Pedestrian access easement/acquisition; potential switchbacks for trail descending into park once on village-owned land; may need to be unpaved
Peoria County	$	New sidewalk on south side of street
Village of Bartonville	$	Sidewalk on W side
Village of Bartonville	$	Sidewalk on at least 1 side of street - includes new portion that is platted but yet to be built
Village of Bartonville	$	Sidewalk on S side of street
Village of Bartonville	$	Sidewalk on 1 side of street
Village of Bartonville	$	Sidewalk on 1 side of street
Village of Bartonville	$	Sidewalk on 1 side of street
Village of Bartonville	$	Sidewalk on W side of street
Village of Bartonville	$$	Extend sidewalks on both sides of street west of Lauder; east of Lauder, add sidewalk to at least one side (north is preferable) to Lafayette
Limestone Township	$	Sidewalk on N side of street
Limestone Township	$	Sidewalk on 1 side of street
Limestone Township	$$	Limestone Twp sidewalk extension to connect to VOB sidewalks on Ducharme
Village of Bartonville	$$	ADA accessibility improvements on existing sidewalks on E side - eliminate steps/curbs at crossings and spot maintenance on sidewalk where necessary
Village of Bartonville	$	Sidewalk on E side of street
Village of Bartonville	$	Sidewalk on N side of street. Add ped signal at light crossing McKinley
Village of Bartonville	$	Complete W sidewalk to run entire length of street; consider sidewalk on E side as well
Village of Bartonville	$	Complete sidewalk stub on W side to Pfeiffer
Village of Bartonville	$	Sidewalk on N side of street
Village of Bartonville	$	Reconstruct N sidewalk
Village of Bartonville	$	Sidewalk on E side
Village of Bartonville	$	Sidewalk on W side
Village of Bartonville	$	Sidewalk on N side (including on new street if extended to Airport Rd; or pedestrian path if street is not extended to Airport Rd)

Priority	Facility	Street Name	Approximate Start/End Locations
Low	Sidewalk	McKinley	Adams St to Adams/Washington
Low	Sidewalk	Harp Hollow	Airport Rd to dead end
Low	Sidewalk	Airport	Pfeiffer Rd to 4502 Airport Rd
Low	Sidewalk	Wanda	Daycor Divide to Jennifer Ln
Low	Sidewalk	Harrison	Smithville Rd to Kutz Ln
Low	Sidewalk	Harrison	Kutz Ln to South St
Low	Sidewalk	Hopkins	Garfield Ave to West St
Low	Sidewalk	Anna	Garfield Ave to West St
Low	Sidewalk	Franklin	Hopkins Street to Bird Ave
Lowest	Sidewalk	Fairoaks	Garfield Ave to dead end
Lowest	Sidewalk	Ricketts	Pfeiffer Rd to Sandron Ln
Lowest	Sidewalk	Treasure	Kickapoo Creek Rd to 101 Treasure St
Lowest	Sidewalk	Bosch	Dirksen Pkwy to 5301 Bosch Rd
Lowest	Sidewalk	Cherry	Birch St to Lawndale Ave
Lowest	Sidewalk	Airport	Airport/Dirksen to NE of Airport/ Dirksen

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	$$$	Access management and ADA improvements. Potential to narrow lane width from 12 to 11 ft
Limestone Township	$	New sidewalk one side of street - potentially S side
Peoria County	$$$$	Remove parking lane/center lane; maintain travel 1 lane in each direction; new sidewalk east side of street
Limestone Township	$$	Extend VOB sidewalks on Wanda to Daycor
Village of Bartonville	$	Complete sidewalk on E side of street
Village of Bartonville	$	Complete sidewalk on W side of street; crosswalk at Kutz/Harrison
Village of Bartonville	$	Sidewalk on W side of street
Village of Bartonville	$	Sidewalk on E side of street
Village of Bartonville	$$	Sidewalk on N side of street
Village of Bartonville	$	Sidewalk on W side of street
Village of Bartonville	$	Complete sidewalk gap on E side in front of existing storage facility
Village of Bartonville	$	Extend sidewalk on W side connect to bridge and Kickapoo Creek
Village of Bellevue	$	*Sidewalk on E side (*Village of Bellevue)
Village of Bartonville	$	Sidewalk through public strip of land
IDOT	$	Sidewalk stub to new NB bus stop; cross slip lane on east side Airport Road

Crossings

Intersections between roadways and sidewalks or multi-use paths bring together different types of traffic—vehicles, pedestrians, and bicyclists—at a single point, which increases the risk of conflict, crashes, and injury. Drivers may not always be attentive toward those crossing an intersection, while turning vehicles, high speeds, distracted driving, and large, overbuilt intersections further contribute to unsafe conditions—particularly for vulnerable users like children, older adults, and people with disabilities. Since many intersections are designed primarily for cars, with wide lanes and long crossing distances, in turn makes pedestrian and bicyclist navigation of intersections dangerous. Without proper infrastructure, users often feel unsafe and may be forced to take risks to cross. These dangers necessitate intersections that support safe, predictable movement for all users.

The Bartonville ATP identifies intersections between the roadway network and both existing and proposed active transportation network infrastructure to be improved. A toolkit with best practices for improving intersection safety is included later in this report.

Proposed New/Improved Pedestrian Crossings Map

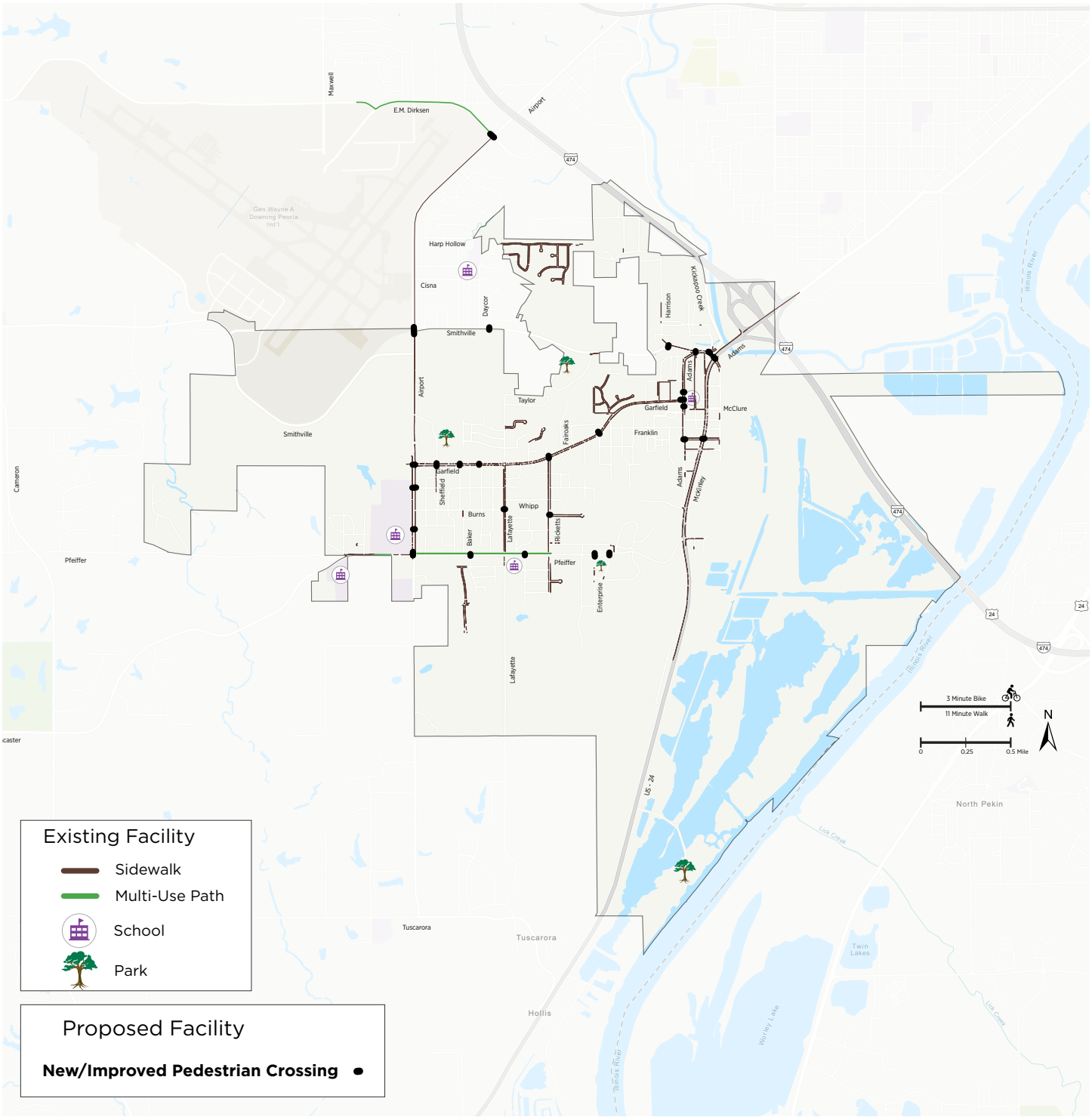


Table 4.3: Crossings Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
Very High	Crossings	Smithville/Tara	Smithville/Tara
Very High	Crossings	Airport/HS	Airport/HS
Very Low	Crossings	Collier/Adams	Collier/Adams
Very High	Crossings	Garfield/Sheffield	Garfield/Sheffield
Very High	Crossings	Smithville/Harrison	Smithville/Harrison
Very High	Crossings	Garfield/Winston	Garfield/Winston
High	Crossings	Garfield/Ricketts	Garfield/Ricketts
High	Crossings	Adams/Garfield	Adams/Garfield (North)
High	Crossings	Adams/Garfield	Adams/Garfield (South)
High	Crossings	Airport/Salisbury	Airport/Salisbury
Medium	Crossings	Garfield/Adams	Garfield/Adams
Medium	Crossings	Airport/Pfeiffer	Airport/Pfeiffer
Medium	Crossings	Pfeiffer/Lauder	Pfeiffer/Lauder
Medium	Crossings	Pfeiffer/Silvis	Pfeiffer/Silvis
Medium	Crossings	Adams/Kickapoo Creek	Adams/Kickapoo Creek
Medium	Crossings	Airport/Smithville	Airport/Smithville
Medium	Crossings	Adams/McKinley	Adams/McKinley
Medium	Crossings	Ricketts	Ricketts 3

Primary Responsibility/ Jurisdiction	Description of Potential Improvement
Peoria County	Enhanced pedestrian crossing across Smithville
Peoria County	Pedestrian island in median and HAWK or full signal for mid-block pedestrian crossing. *(could be moved to Burns)
Village of Bartonville	Enhanced ped crossing across Adams, Rectangular Rapid Flashing Beacon (RRFB)
Village of Bartonville	RRFB midblock ped crossing across Garfield - explore removal of center turn lane at location of crosswalk and choke-point to bring travel lanes to center of street to reduce crossing distance and improve pedestrian visibility
Peoria County/ Village of Bartonville	Pedestrian crossing N sidewalk to S new path - RRFB with bumpouts or island
Village of Bartonville	RRFB midblock ped crossing across Garfield - explore removal of center turn lane at location of crosswalk and choke-point to bring travel lanes to center of street to reduce crossing distance and improve pedestrian visibility
Village of Bartonville	RRFB midblock ped crossing across Garfield - explore removal of center turn lane at location of crosswalk and choke-point to bring travel lanes to center of street to reduce crossing distance and improve pedestrian visibility
Village of Bartonville	Pedestrian island median in place of current hashed center lane
Village of Bartonville	~8-foot bumpouts on each side at crosswalk - 1 NB lane widens to 2 just past/north of pedestrian bumpout. To reduce ped crossing distance and improve visibility
Peoria County	Pedestrian island in median and HAWK or full signal for mid-block ped crossing *(could be moved to Burns)
Village of Bartonville	Add concrete medians in Adams - where current hashed out center lane is (extension of pedestrian island) - potential for landscaped median. Extend right turn slip lane islands into Adams to narrow lanes at intersection
Peoria County	Signalize SB to WB right turn lane - include pedestrian signal. Red right turn arrow and no turn on red arrow activated when push button is pressed. No turn on red when pedestrians present for other legs
Village of Bartonville	RRFB midblock ped crossing across Pfeiffer
Village of Bartonville	RRFB midblock ped crossing across Pfeiffer
Peoria County/ Village of Bartonville	Move stop bar on Kickapoo Creek back to accommodate crosswalk. Add left and right turns yield to pedestrians signage for turning from Adams to Kickapoo Creek
Peoria County	Add pedestrian signals across Smithville; signalize WB to NB right turn slip lane
IDOT	New roundabout in conjunction with 6 lanes to 4 lanes road diet on Adams into Peoria - 2 lanes each way approach on US-24; 1 lane approach each way on local Adams
Village of Bartonville	Pedestrian crossing across Ricketts - RRFB ADA improvements

Priority	Facility	Street Name	Approximate Start/End Locations
Low	Crossings	Burns/Lafayette	Burns/Lafayette
Low	Crossings	Collier/24	Collier/24
Low	Crossings	Garfield/Anna	Garfield/Anna
Low	Crossings	Adams/Roosevelt	Adams/Roosevelt
Low	Crossings	Airport/Dirksen	Airport/Dirksen
Low	Crossings	Garfield/Granville	Garfield/Granville
Low	Crossings	Garfield/Airport	Garfield/Airport
Very Low	Crossings	Pfeiffer/Enterprise	Pfeiffer/Enterprise
Very Low	Crossings	Pfeiffer/Industry	Pfeiffer/Industry

Primary Responsibility/ Jurisdiction	Description of Potential Improvement
Village of Bartonville	Midblock pedestrian crossing across Lafayette - add ADA curb ramps to support crossing and pedestrian crossing signage. RRFB is an option to enhance visibility
IDOT	Add signal at intersection. Include pedestrian signal for ped crossing across 24
Village of Bartonville	RRFB midblock ped crossing across Garfield
Village of Bartonville	Bumpout on crosswalk on N side; remove 1 on-street parking space for landscape beautification and shortening ped crossing distance improving ped visibility. Leading pedestrian interval when ped push button activated
Peoria County/IDOT	Signalize right turn slip lanes; add pedestrian push buttons
Village of Bartonville	RRFB across Garfield just west of intersection with Granville to avoid curb cuts and just east of sewer drain grates
Peoria County	No turn on red when pedestrians present
Village of Bartonville	Pedestrian crossing from future north side multi-use path to Zeller park - RRFB
Village of Bartonville	Pedestrian crossing from future north side multi-use path to Zeller park - RRFB

Project Prioritization

Project prioritization involves evaluating and ranking proposed improvements based on criteria such as safety, equity, connectivity, feasibility, and community support. This process helps ensure that limited resources are directed toward projects that deliver the greatest benefit, address critical gaps, and align with the plan's goals. By using a transparent and data-informed framework, this helps create consensus among stakeholders and create a clear roadmap for implementation that reflects both technical analysis and public input.

Table 4.4 lists the highest priority projects for Bartonville.

Table 4.4: Priority Network - Top Projects List

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	MUP	Smithville	Tara Strip to Harrison St
Highest	MUP	Smithville	Airport Rd to Tara Strip
Highest	MUP	Pfeiffer	Enterprise Dr to US 24
Highest	MUP	Pfeiffer	Ricketts Ave to Enterprise Dr
Highest	MUP	Pfeiffer	Sandalwood Ln to Limestone HS
Highest	MUP	Pfeiffer	Limestone HS to Airport Rd

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria County	$$	Multi-use path on south side of street
Peoria County	$$	Multi-use path on north side of street
Village of Bartonville	$$$$	Remove one WB travel lane, move curb in. Add multi-use path on north side of street. Physical barrier between path and road
Village of Bartonville	$$$$$	Rebuild road to remove center median. One travel lane in each direction and one left turn lane; multi-use path on north side of street
Peoria County	$$	Widen N sidewalk to multi-use path
Peoria County	$$	Widen N sidewalk to multi-use path

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05

Implementation Guide

This chapter includes a street typology toolkit, a non-infrastructure plan, and grant and funding strategies, to help the Village of Bartonville coordinate with various other agencies to help implement this plan, and to align agencies on best design practices to ensure infrastructure investments create a safe and comfortable experience for people walking and biking.

Street Typology Toolkit

This section derives information and recommendations from national design guidelines provided by the U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA). The referenced FHWA guidelines include “A Resident’s Guide for Creating Safer Communities for Walking and Biking,” “Noteworthy Local Policies That Support Safe and Complete Pedestrian and Bicycle Networks,” “Road Diet Informational Guide,” and “Small Town and Rural Multi-modal Networks.”

In many small and rural communities today, infrastructure supporting active multi-modal transportation can be limited or entirely absent. Many state and county roadways running through small towns are designed primarily for high-speed motorized traffic, making walking and biking unsafe and uncomfortable. These roads can be retrofitted or redesigned to include separated pedestrian and bicycle infrastructure, improving the transportation network to better support community safety, health, and economic vitality.

This guide takes into account the “Design User” of the facilities, focusing not just on physical dimensions, but on the characteristics and physical abilities that influence user comfort. Planners should design pedestrian and bicycle facilities, as well as roadway crossings, with these factors in mind to ensure the facilities will be fully utilized.

Small town multi-modal networks can be challenging to effectively incorporate rightsized walking and biking infrastructure, as there may not be as many users of walking and biking infrastructure, along with lower traffic volumes, when compared to design strategies in downtown and urban areas. Yet, safe and comfortable walking and biking options are still vital for residents in small towns. Specifically, residential yield roadways and bicycle boulevards are street design strategies that improve walking and biking conditions without necessarily incorporating dedicated infrastructure or space for people walking and biking. These two street design strategies, along with detailed considerations for a rural and small-town multi-modal network, are included on the following pages.

Road Diets / Lane Reallocations

Where road diets or other types of reallocation of street space is recommended, national best practices and results from other cities in the US is incorporated with guidance from the Federal Highway Administration (FHWA). This guidance is based on an existing four-lane road being reduced to one travel lane in each direction. Six-lane to four-lane road diets, for example, have higher acceptable ADT values.

- Streets under 10,000 ADT are often excellent candidates for road diets with minimal other considerations needed, and may not need a center turn lane in all cases.
- Streets between 10,000 – 15,000 ADT are often excellent candidates for road diets with minimal other considerations needed, but should include a center turn lane in most cases.
- Streets between 15,000 – 20,000 ADT are good candidates for road diets with a center turn lane, but may need a traffic study to evaluate whether traffic signal re-timing is necessary along the corridor.

Streets over 20,000 ADT may have potential for a road diet, but are most often considered for a road diet only when significant safety concerns are present along the corridor.

Multi-Use Paths

A dedicated multi-use path should have a minimum width of 8 feet, with a preferred width of 10 – 14 feet wide for optimal use and comfort of those using the path while traveling both directions. Multi-use paths provide the most comfortable biking experience, and can also be used by pedestrians, wheelchair users, and others using micromobility devices.

An example of a multi-use path

Adequate space within public ROW is necessary to accommodate a path. Locations where multi-use paths are recommended most often either have available space within existing public ROW to accommodate a path, or are accompanied by recommendations to narrow a street that may be too wide. A buffer of 6 feet is ideal between a path and a street, with trees or other landscaping within the buffer. However, it is recognized that there are several locations in Bartonville where a path is recommended where space is not available for a large buffer between the path and street. Buffers should be as wide as practical, and should be wider along major roads, such as roads with high traffic volumes, speeds, and/or multiple lanes. Where no buffer is possible, the street should be curbed along the path, with vertical reflective devices installed if possible.

Where multi-use paths cross through signalized intersections, crosswalks should be marked and include a dedicated pedestrian/bike signal. Left-turn and right-turn vehicle movements should be restricted when the path signal is activated. Restrictions can include solid red left turn arrows, and no right turn on red signage.

Intersection Treatments

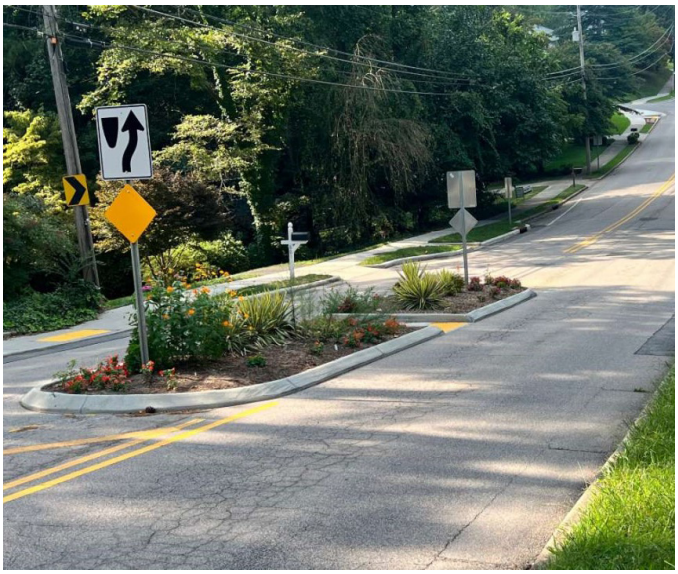
Where sidewalks or multi-use paths cross through a major intersection or road at an unsignalized intersection, signalization or other enhanced crosswalk treatments should be evaluated for installation. Where signalization is not feasible, crosswalk treatments should include a combination of flashing lights or RRFBs (Rectangular Rapid Flashing Beacon), HAWK signals (High-Intensity Activated crossWalK), and pedestrian refuge islands. Crosswalks, whether intended for people on foot and/or by bike, should never require the user to cross more than two travel lanes at once at unsignalized locations. Thus, refuge islands at unsignalized crossings are especially imperative on multi-lane roads.

Right-turn slip lanes are most often not safe or comfortable for people crossing through an intersection while walking or biking. Where slip lanes are present, extra attention should be paid to signalizing the slip lane and prohibiting right turns on red. In the longer term, the village and partner agencies should explore phasing out slip lanes from intersections.

Where pedestrian signals are present at signalized intersections, Leading Pedestrian Intervals (LPIs) are a low-cost improvement to increase turning vehicle yielding compliance and pedestrian visibility within crosswalks. Per FHWA guidance, LPIs give pedestrians a 3-7 second head start to begin crossing through an intersection,

before vehicles traveling the same direction are given a green light. This short head start allows pedestrians to establish themselves in a crosswalk, before opportunities present themselves to create potential conflict between pedestrians and turning vehicles in the crosswalk.

This improvement typically only requires slight signal timing adjustments, and rarely requires any new signalization or intersection infrastructure, making it a low-cost, easy to implement solution. A 2018 FHWA study shows a 13% reduction in pedestrian-vehicle crashes at intersections, achievable by simply reprogramming existing traffic signals.



Examples of intersection treatments

Sidewalks

Ideal sidewalk width depends heavily on adjacent land use and anticipated number of users; however, sidewalks should be a minimum of 5 feet wide, with a 6-foot width preferable where space allows. Higher anticipated usage might require greater sidewalk widths to accommodate a greater number of pedestrians and/or facilitate other public realm amenities such as outdoor dining, seating, planters, lighting, etc. In locations with enough space and higher anticipated demand, a multi-use path should be explored as an alternative to sidewalk construction. Along streets with higher traffic speeds and volumes, the sidewalk should be buffered from the street to provide a safer and more pleasant walking experience. Utility and street light poles should not be located on the sidewalk, and should instead be positioned next to the sidewalk.

Sidewalk example

Using street trees for landscaping and shade along a sidewalk

Landscaping and Amenity Zone

Street trees should be planted wherever feasible along streets with paths or sidewalks. Street trees provide shade for people walking or biking, an essential feature in warm weather, and they can also be a tool to support traffic calming along a street, leading to drivers traveling slower. Street trees should be planted 15 – 50 feet apart in regular intervals, depending on the type of tree planted and anticipated maturity size. Typically, the ideal time for planting of trees is during the fall months.

Due to the immense value and variety of benefits that street trees provide, sidewalk and multi-use path projects should avoid or minimize tree removal wherever possible. As such, most recommendations included in this plan as part of the future walking and biking network do not require substantial tree removal. Context matters, but on a low-speed residential street, robust existing street trees may outweigh the benefits compared to removing many trees to install a sidewalk.

Residential Neighborhood Yield Street

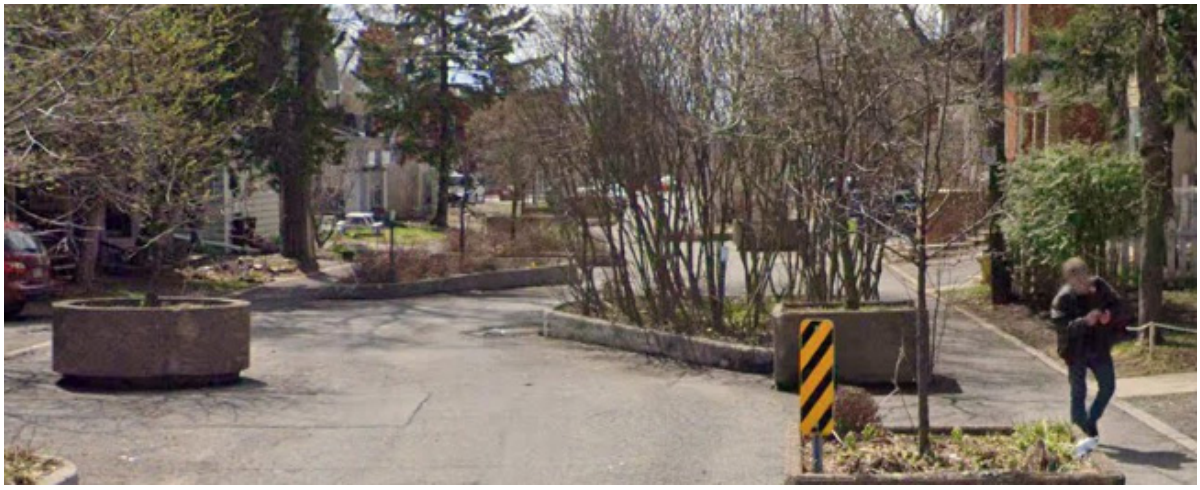
Within the residential neighborhoods of Bartonville, yield streets are a design strategy to serve pedestrians, bicyclists and motor vehicles in the same slow-speed travel area. They could have narrow two-way streets with a travel width of less than 10 feet per lane, without a center line, encouraging slow travel speeds.

A parking lane could be included along the street, interrupted with tree plantings to visually and physically narrow the streetscape and add aesthetics. Signs and street markings can be added to warn road users of the special characteristics of the neighborhood street.

Other traffic calming measures can include chicanes on stretches of residential streets that are straight for a prolonged period of time, to reduce vehicle speeds. An image of a chicane is shown below.

Raised pavement and signage at the entry into the neighborhoods could further indicate the change of use and raise awareness of a shared use streetscape with the possibility of children playing in the streets.

Residential Neighborhood Yield Street image from NACTO



Example of a chicane

Non-Infrastructure Action Plan

Temporary Demonstration Projects

When debating whether to add bike and/or pedestrian infrastructure to a street or otherwise redesign or reallocate space in the public right-of-way, low-cost, temporary improvements can bring a benefit to allow a trial run of improvements and demonstrate to the public how the street will function in its new capacity. Temporary or low-cost interim improvements are a popular strategy for cities across the country to experiment with improvements before making high-cost infrastructure investments, and often overwhelmingly convince the community that the improvement is beneficial. This is especially helpful when there is public skepticism on whether a proposed project will be beneficial or harmful to the surrounding area.

Temporary improvements can take on many forms. Some common features include:

- Traffic calming measures that use a combination of vertical delineators or flexposts, planter boxes, and re-striping, before major reconstruction that could involve the construction of treatments like bumpouts or chicanes.
- Lane reallocations that begin by re-striping a street and hashing out excess space with a combination of paint, delineators, and planter boxes, before major reconstruction that involves moving a curb in to narrow a street footprint occurs.

Example of a temporary demonstration project using flexposts, signage, and a planter box

Access Management

Bartonville is encouraged to adopt an updated access management policy to improve walking and biking conditions along village streets, and to improve safety for all users, including drivers. Driveways and curb cuts should be minimized wherever possible, to reduce vehicular conflict with other vehicles, pedestrians, and bicyclists. Whenever significant street construction or reconstruction occurs, there is an opportunity to reduce the number of driveway access points along the street. For example, businesses with parking lots directly accessing a public street may be limited to one entrance/exit point, or a group of businesses may share one or several driveways.

Where driveways are located, they should be as narrow as practical to still serve the needs of the driveway users but also to minimize crossing distance for people walking or biking across the driveway. Turning radii at curb cuts should be minimized to reduce turning vehicle speeds.

While this policy is primarily beneficial for commercial corridors (like Garfield Street), residential streets can also benefit from an access management policy, by ensuring that each residence or residential structure is allowed a single driveway access point. Residential areas can also have increased occurrences of parked vehicles in a driveway blocking a public sidewalk or path, so community education and enforcement to reduce these occurrences can be helpful.

Bike Parking

The village should work towards identifying existing areas that lack bike parking, and install bike racks where feasible for public use, to support people who are biking to destinations throughout Bartonville. A lack of secure and convenient bike parking options can be a reason why some people may choose not to bike to a particular destination. Bartonville can also explore a bike parking requirement ordinance, that would trigger new or significantly-altered private developments to provide on-site bike parking. Bike racks should be practical for easy and secure use by bicyclists, and should not be placed immediately along a wall or fence. Ample space around all sides of the bike rack allows users to more securely lock the frame of their bike to the rack. Example high-quality bike racks are shown below.

Examples of high-quality bike racks

Grants and Funding Strategies

Safe Streets and Roads for All

The Safe Streets and Roads for All (SS4A) federal grant program allocated $5 billion in funds from 2022-2026 to fund initiatives that prevent death and serious injuries on roadways. As many of the proposed improvements in this plan are safety-related, SS4A offers a good opportunity in the immediate future for the Village of Bartonville, Limestone Township, Peoria County, and IDOT to apply for and receive grant funding to implement these projects. One funding cycle remains for the current iteration of the SS4A program, FY 2026.

Two grant types are offered: Planning and Demonstration Grants are provided to fund Safety Action Plans and temporary demonstration projects, and Implementation Grants are provided to implement infrastructural, behavioral, and/or operational projects and strategies that have been identified in a Safety Action Plan or related plan. As this plan provides an analysis of current safety concerns and offers strategies to improve roadway safety, projects in this plan would be eligible for supplemental planning and demonstration grants to further project details of concepts identified. Implementation Grants are typically reserved for projects that have been through conceptual level plans with costs identified. Historically supplemental planning and demonstration grants have been under-subscribed and communities applying for this bucket of funding are very competitive. Materials used to demonstrate projects are supposed to be 'removable' but can include the installation of doweled curbs or bollards to separate a bike or pedestrian facility. Funds can also be used to develop concept level plans to get a project 'shovel ready' for larger funding dollars such as the Implementation Grants within the SS4A program.

Transportation Alternatives Program

The Transportation Alternatives Set-Aside Program (TAP) from the Surface Transportation Block Grant Program (STBG) includes funding for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and vulnerable road user safety assessments. In the current infrastructure package, TAP money has significantly increased and is a good funding source for all of the projects identified in this plan.

Safe Routes to School

Safe Routes to School, administered by IDOT, receives federal funding from TAP for both infrastructure and non-infrastructure projects to make it safer and more appealing for children to walk or bike to school. Projects identified in this plan factor in proximity to schools and better-connecting residential areas to schools, so SRTS is a grant available for projects in this plan near schools. Another component of the SRTS program is education, and can be used to further education for the benefits of active transportation within the community. Funding cycles are currently every two years, with applications typically due in the fall of odd-numbered years, and grant awards announced the following spring.

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancement Program is a grant program administered by IDOT, which includes an on-road and off-road pedestrian and bicycle facilities category. ITEP funding is awarded on a bi-annual basis, with applications typically open during the summer months and due in late summer and early fall of even-numbered years.

IDNR Bike Path Program

The Illinois Department of Natural Resources has a Bike Path Grant Program that administers funding to local government agencies for costs associated with bike paths, as well as support facilities, such as amenities directly along a trail. Any local government agency in Illinois with the authority to acquire and develop land for public bike paths are eligible to apply for this grant. This grant is currently on a two-year cycle, with grant application windows typically closing in the Spring of odd-numbered years.

Federal Recreational Trails Program

Federal funding administered through the Illinois Department of Natural Resources provides 80% federal funding for trails, with a 20% local match necessary. Trail construction and rehabilitation, trail support facilities and amenities, and voluntary land acquisitions for trail corridors through easements or fee simple titles are all eligible for grant funding. This grant is currently on an annual cycle, with applications typically closing in early spring.

The Village of Bartonville should use this plan document to map projects by funding source and review each program and updated timelines on an annual basis. The review of the programs annually will aide the community in finding funding dollars for an applicable program and being prepare for the application window.

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Bartonville, Illinois Active Transportation Plan

Village of Bartonville
The Location for Everyone

TRI-COUNTY REGIONAL PLANNING COMMISSION

CMT