

COMPREHENSIVE PLAN

EAST PEORIA



Revised: July 2004

Tri-County Regional Planning Commission



restrict the possibility of future improvements or unduly compromise the traffic carrying function. Street classification also helps establish priorities in traffic controls so the more important traffic carrying street has priority movement.

STREET RIGHT-OF WAY AND PAVEMENT WIDTHS

Street right-of-ways and pavement widths for the various streets and highways are as follows:

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH
LIMITED ACCESS STREET	120'	52'
MAJOR STREET	80'-100'	40'-48'
COLLECTOR STREET	60'-70'	32'
MINOR STREET	55'	28'

The above right-of-way and pavement width is to be used for new streets and to serve as a guide for improving existing streets. Federal and State Route widths are established by present and projected traffic volumes and other factors and are the result of the highway improvement and design process as administered by the State.

TRANSPORTATION OVERVIEW

East Peoria for many years was plagued by in-town congestion due to streets of inadequate capacity to handle the volumes of traffic. Traffic, traveling from one of East Peoria's major highways to almost any other area, was always forced to the center of the City connecting with the other major streets due to lack of cross connectors. East Peoria highways, situated in the valley floors of East Peoria's many valleys, are separated from one another by extremely steep ridges. These ridges presented serious obstacles to the development of individual cross - connectors or even a more extensive beltline around the City. All traffic being funneled to the center of the City simply overburdened an old street system of inadequate capacity.

Over approximately 20 years there have been major improvements in East Peoria's ability to handle traffic with construction of 1-74 and 1-474 with East Peoria interchanges, the widening of Main and Washington Streets downtown, and the extension of Springfield Road. Traffic flows freer and congestion has been reduced.

The problem of lack of cross-connectors from one major highway to another

remains however, posing considerable inconvenience to the traveling public and even requiring lengthy roundabout trips for emergency vehicles to access certain locations. This is an important need and one which is addressed in this plan.

This problem is addressed here in two ways. A feasibility study of a beltline around a portion of the community has been recommended in previous comprehensive plans. The Eastside beltline, if able to be constructed, would be the single most important project to readily connect portions of the community presently so distinctly separated from one another by terrain.

The other way this problem is addressed is by recognizing the few cross-connector streets now existing, improving them where possible, both in alignment and width, and effectively marking them so the public recognizes that they access other major highways or other portions of the community without necessitating an otherwise required more lengthy roundabout trip.

This plan for streets and highways identifies by classification those that can now, or with improvement, serve as more important traffic-carrying arteries. It is up to East Peoria to pursue improvements on City streets and to cooperate and encourage other jurisdictions to pursue improvements. Where the street is outside the City, but is a logical element in the traffic pattern its improvement would benefit the community.

The 1979 comprehensive plan recommended many traffic improvement projects, most of which have now been completed with dramatic results. This plan recommends and describes fewer projects, but ones, which if achieved, will provide equally dramatic results in traffic improvement.

DOWNTOWN EAST PEORIA – TRANSPORTATION PLAN

- *Technology Boulevard*

Realign West Washington Street to bisect Caterpillar redevelopment site. This realignment will provide better accessibility to the unutilized site and offer East Peoria an opportunity to create and design a new main thoroughfare through the downtown area.

- *Heritage Drive*

The Edmonds Street extension, which will be formally called Heritage Drive, will provide east west mobility through the redevelopment site and will allow for a new connection to heavily traveled Camp Street. This extension will dramatically increase mobility east and west throughout the downtown area, that has traditionally be hindered by the intersecting railroad right-of-way.

- *Widen Camp Street.*

Camp Street is the major north-south connector to the rapidly expanding riverfront commercial district. The existing two-lane facility connecting Riverside Drive to Main Street is inadequate for the continued growth that corridor is expecting. A complete 5-lane facility will increase traffic capacities and allow for further redevelopment of the corridor.

REGIONAL TRANSPORTATION PROJECTS

- *Eastern-By Pass-*

Promote the Eastern By-Pass, connecting I-474 via a Illinois River bridge to the Route 6 spur in Mossville.

- *Peoria-to-Chicago Freeway-*

Promote the development of a true Peoria-to-Chicago direct 4-lane interstate facility on the east side of the Illinois River.

- *Pekin’s Veterans Drive Extension-*

Promote the development of Pekin’s Veterans Drive extension which will connect in to I-474 and Fischer Road in Creve Coeur.