Peoria Heights Active Transportation Plan

Village of Peoria Heights

Tri-County Regional Planning Commission

Prepared by: LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

December 2024

Acknowledgments

The Active Transportation Plan (ATP) was funded with the support from a $50,000 grant through the Tri-County Regional Planning Commission accompanied by a $10,000 local match from the Village of Peoria Heights.

VILLAGE OF PEORIA HEIGHTS

Michael E. Phelan, Mayor

Sarah Devore , Trustee

Jeff Goett, Trustee

Beth Khazzam Trustee

Jennifer Reichert, Trustee

Matt Wigginton, Trustee

Brandon Wisenburg, Trustee

Stephanie Turner , Village Clerk

Dustin Sutton, Village Administrator

Sarah Witbracht Administrative Assistant

Wayne Aldrich, Director of Community Development

Mike Bailey, Village Communications Coordinator

PEORIA HEIGHTS ACTIVE TRANSPORTATION PLANNING COMMITTEE

Michael Bruner, TCRPC - Transportation Planner

Michelle Cecil, Bike Peoria

Michael Friberg, Peoria Park District

J. Gruber, Resident / Gruber Financial

Eric Heath, Superintendent, Peoria Heights School District

Paige Herron, CityLink

Jeff Huebner, Resident / Trefzger's Bakery

Beth Khazzam, Peoria Heights Village Board

Danny Phelan, County Board Member - District 9

Jodi Scott, Advocates for Access

Ray Lockhart, Resident/Accessibility Advocate

Contents

Village of Peoria Heights Resolution (forthcoming)

Introduction

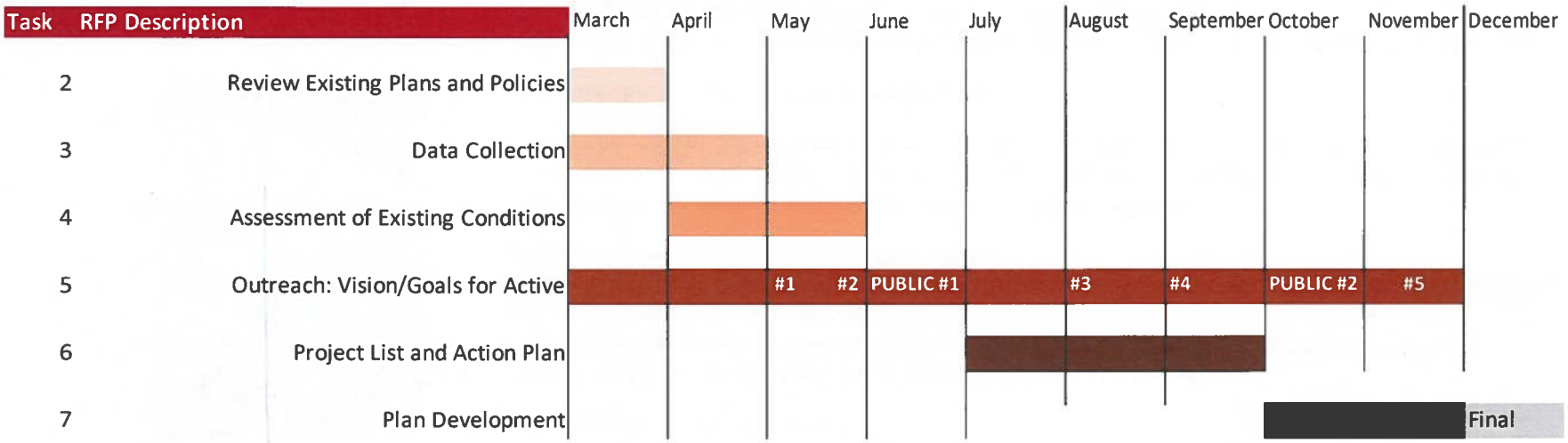
The purpose of this Active Transportation Plan (ATP) is to modernize active transportation in the Village by identifying gaps in service, analyzing the efficiency of current and proposed pathways, and assessing the effectiveness of prospective active transportation infrastructure improvements.

The Active Transportation Plan (ATP) was initiated by the Village with support from a $50,000 grant through the Tri-County Regional Planning Commission accompanied by a $10,000 local match. The focus of the plan is to identify and assess the existing active transportation network, to identify its shortcomings and gaps, and to recommend a set of actions that will make it easier and safer to get around the Village without a car.

After retaining Lardner/Klein Landscape Architects to develop the plan, the Village formed a planning committee representing the range of interests that would have an interest in the plan's development including residents, businesses, the Peoria Heights School District, the Peoria Park District, Peoria County and potential users of the active transportation network.

The plan was developed around a series of committee and public meetings resulting in list of near-term priority projects around which the plan will be implemented. Longer-range recommendations were also solicited and included in the plans Project List and Action Plan.

Active Transportation is the movement of people or goods utilizing mostly non-motorized means and based around human physical activity.



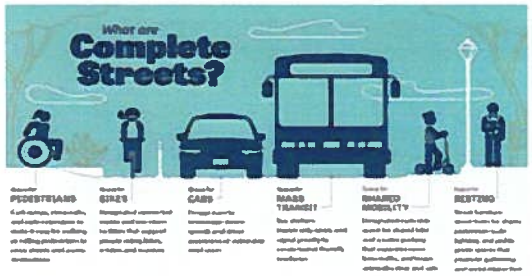
WHAT IS ACTIVE TRANSPORTATION INFRASTRUCTURE?

Active Transportation infrastructure:

- **Provides a Well Connected Network of Trails, Sidewalks, and Bikeways**
  A well connected system of trails sidewalks and bikeways includes public facilities, separate from vehicular traffic, serving a variety of user types including people walking, riding bikes, or using micromobility devices such as e-scooters, or assistive devices. These facilities may also be referred to as greenways, shared use paths, or multi-use paths.

- **... builds upon the design and implementation of "Complete Streets"**
  Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists.

- **... and uses best practices for intersection design**
  - Creates a distinctive and memorable impression for drivers that they are passing through an area shared with many different types of mostly human powered travelers
  - Designs the complete intersection with sidewalks, bumpouts and crosswalks sharing the same material
  - Considers the intersection as part of an overall traffic calming approach

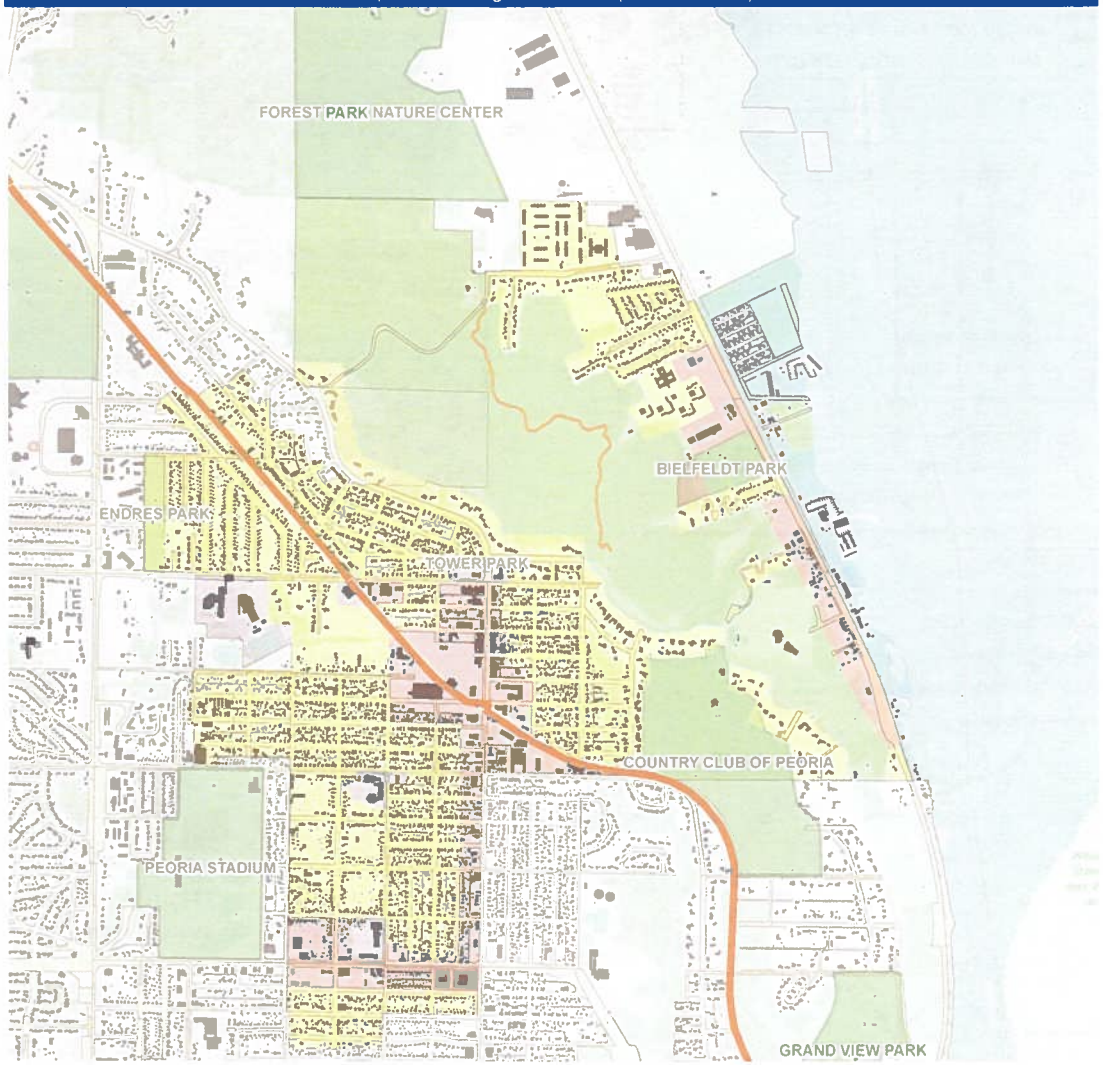


Fairfax County Department of Transportation Active Transportation Goals and Objectives document

Creative Commons, World Resources Institute Low-Speed Zone Guide. Sharpe, Anne Berry et al. 2021

- **... while emphasizing safe routes to destinations for all ages and abilities**
  Safe routes are:
  - Accessible via multiple modes of transportation for people of all ages and abilities
  - Conveniently located within approximately one half mile (10 minute walk) from where people live
  - Comfortable and appealing places to walk or bicycle
  - Are routes that are well-maintained

Map 1 Existing Land Use (Generalized)



Source: Tri-County Regional Planning Commission and Peoria County GIS data

Peoria Heights Context

Peoria Heights is known around the region for its thriving downtown business district and expansive parks system. Peoria Heights assets include:

- Its thriving downtown, home to over seventy independently owned retail stores and restaurants
- Tower Park with its 200 ft. tall observation tower providing panoramic views of the Illinois River Valley below
- Abundant nature-based recreation opportunities including Forest Park Nature Center, the Rock Island Greenway and Grandview Drive

The Village hopes to develop a robust active transportation network as a means to increase interest in the community as both an attractive place to live and visit by emphasizing the surrounding natural beauty and economic vitality of the central business district without sacrificing safety or sustainability in the process.

TYPES OF PEDESTRIAN/BICYCLE ROUTES

The primary pedestrian and bicycle facilities used in Peoria Heights include the Rock Island Greenway Trail and the Pimiteoui Trail. More experienced pedal cyclists use Grandview Drive, Glen Avenue and Lake Avenue, but typically cut over to less traveled routes for on-road bicycle use. The types of facilities in the Village include:

- Off-road Natural Surface Trail: Pimiteoui Trail (Peoria Park District)
- Off-road Paved Shared Use Path: Rock Island Greenway Trail
- On-road Bicycle Routes: Lake Avenue and Munroe
- On-road Bike Lanes: Galena Road
- Sidewalks and Crosswalks

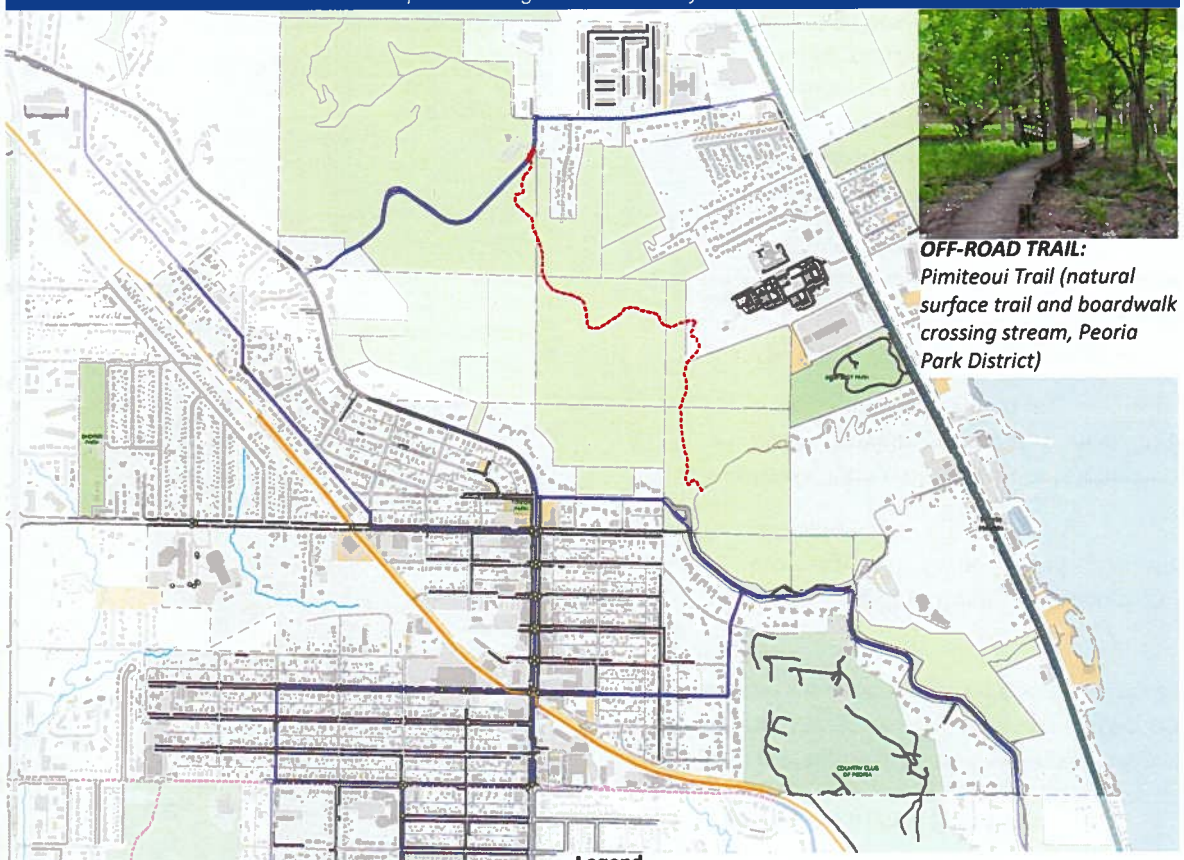
OFF ROAD TRAIL: *Rock Island Greenway (Peoria Park District)*

ON-ROAD BIKE ROUTE: *Munroe approaching Hines*

ON-ROAD BIKE ROUTE: *Lake approaching Monroe*

BIKE LANE: *Sidewalk and striped bike lane on IL-29*

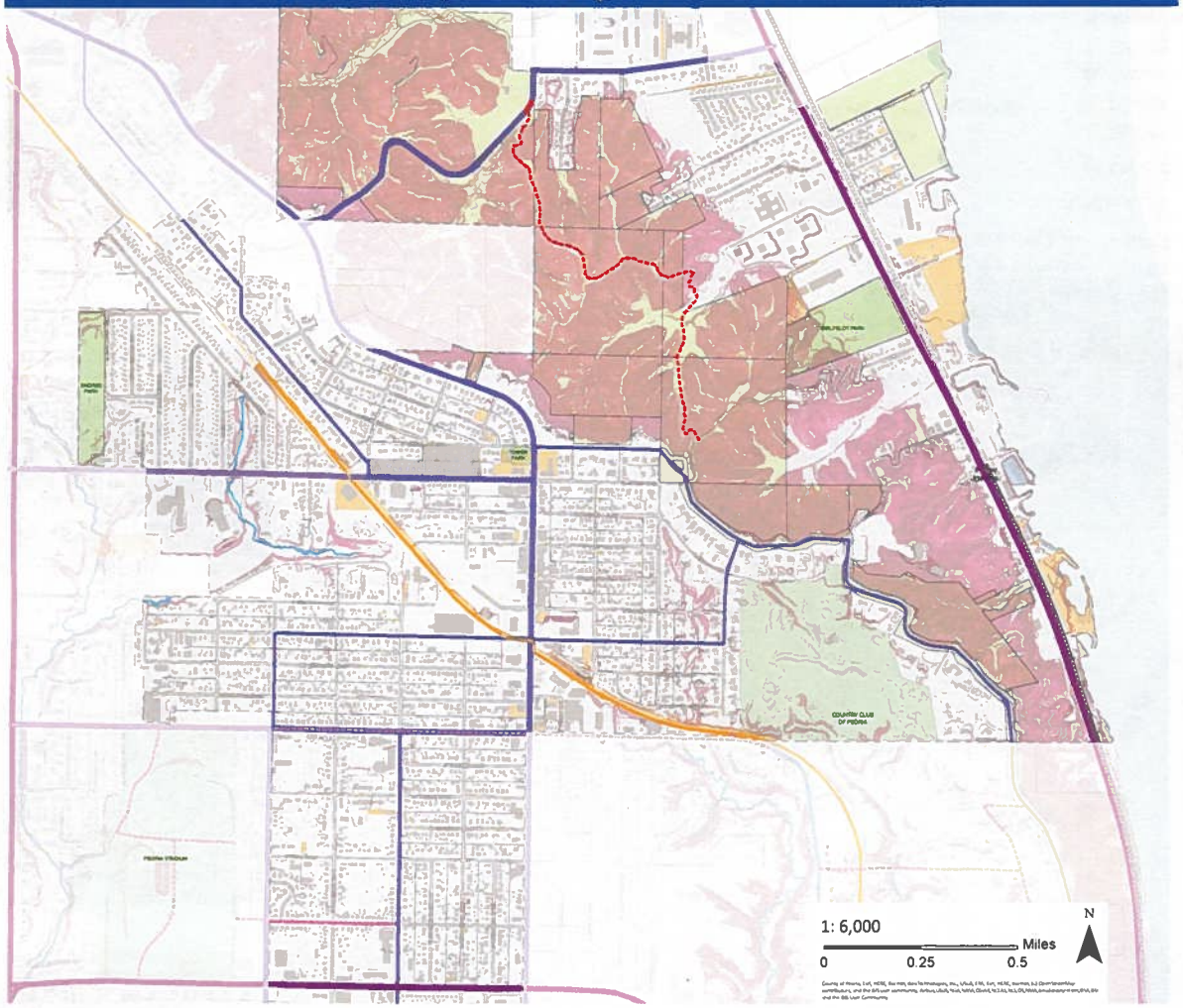
Map 2 Existing Pedestrian/Bicycle Routes



OFF-ROAD TRAIL: *Pimiteoui Trail (natural surface trail and boardwalk crossing stream, Peoria Park District)*

INTERSECTION: *Sidewalk and crosswalk on three out of four legs - note bus shelter with no crosswalk on south leg*

Map 3 Peoria Heights ATP Barriers



Peoria Heights Corporate Boundary
- Pimetieoui Trail
- Rock Island Trail

Peoria County Existing Trails
- On-road Bike Route
- Marked Bike Lane
- Off-road Trail
- Other Route
- Unmarked Trail

Terrain: Slope Map
- Gently steep (11° - 15°)
- Moderately Steep (16° - 20°)
- Steep (21° - 30°)
- Very steep (31° - 90°)

Roadways Barriers
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- Railroads
- National Highway System Mainline

BARRIERS

Barriers in Peoria Heights are both at a macro-scale (landform and arterials) and a micro-scale (curbs). Barriers include:

- Roadways with high traffic volumes
- Railroad and IL-29
- Illinois River Bluff
- Other smaller scale barriers (no curb ramps)

Curb and gutter create a barrier to accessible features at Tower Park

Division & Monroe Ave. - limited curb cuts or crosswalks near school

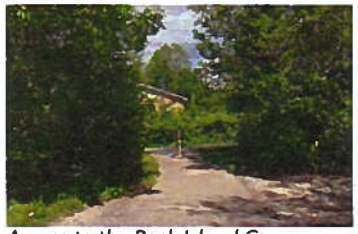
IL-29 and railroad form a barrier to/from Poplar Lane Park and neighborhood

War Memorial Drive is a significant barrier for pedestrians and bicycles

Limited access from North Montclair to Rock Island Greenway Trail

Illinois River bluff (view from East Roosevelt Road)

Tower Park Playground (Accessible)

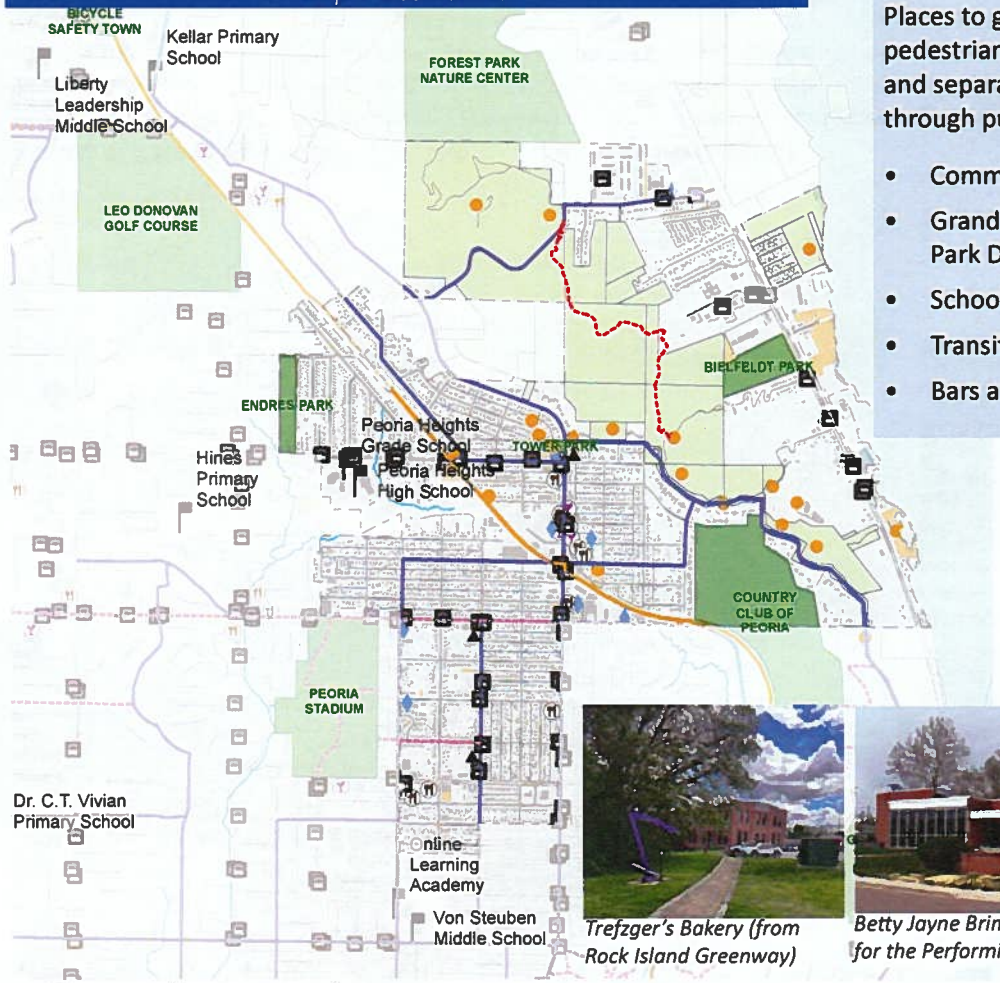


Access to the Rock Island Greenway from E. Frances at N. Glen Elm Drive

Link to Peoria Heights Grade School and High School from Toledo Avenue

Bus Stop at East Marietta and Prospect (Rock Island Greenway)

Map 4 Destinations



DESIRABLE DESTINATIONS

Places to go without a car, if bicycle and pedestrian facilities were safe, accessible, and separated from traffic were identified through public outreach:

- Community Facilities and Parks
- Grandview Drive Destinations (Peoria Park District)
- Schools, Library
- Transit Stops
- Bars and Restaurants, Shopping

Forest Park Nature Center (Peoria Park District)

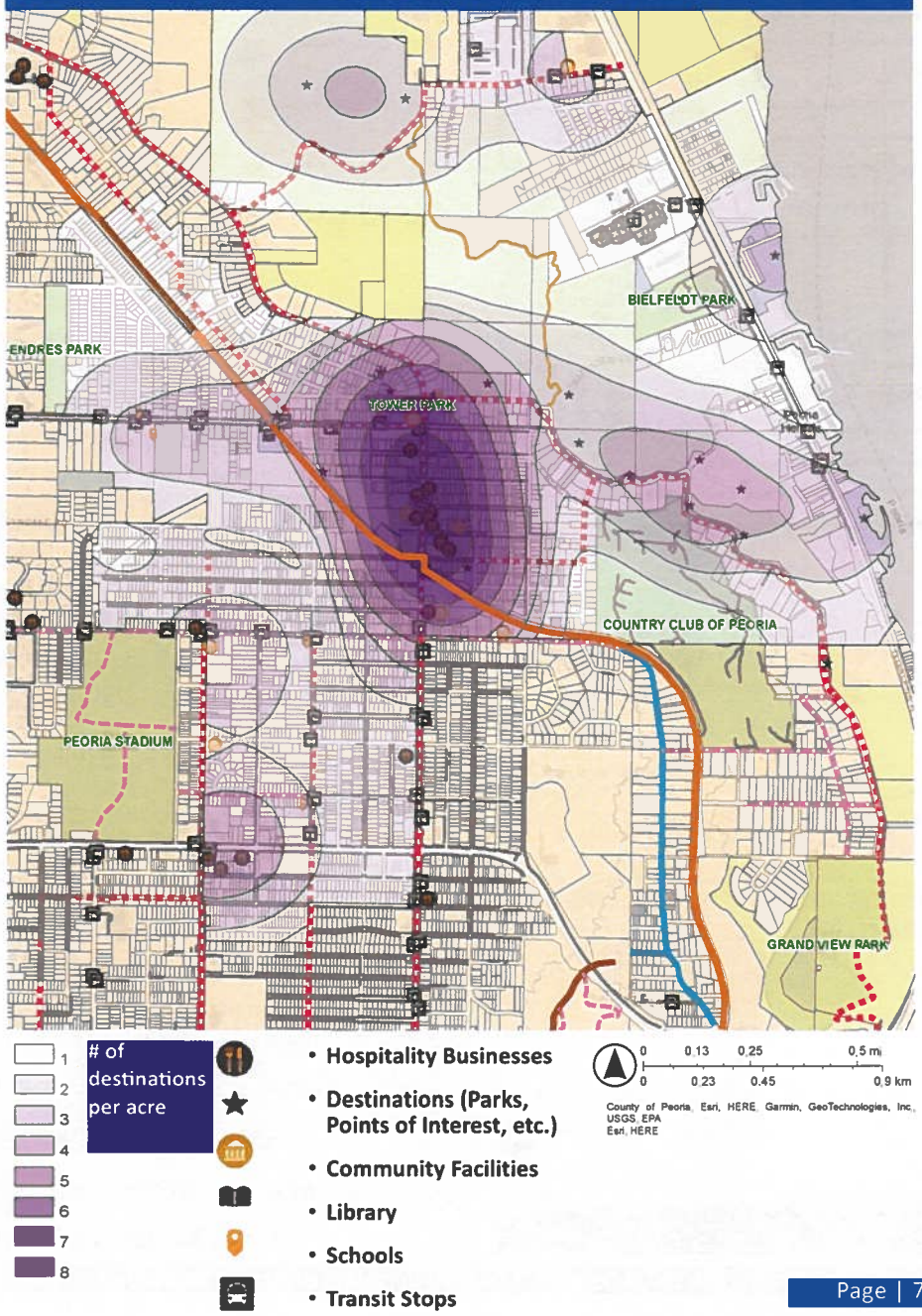
Trefzger's Bakery (from Rock Island Greenway)

Betty Jayne Brimmer Center for the Performing Arts

Bielfeldt Park (Peoria Park District)

Emo's Dairy Mart Ice Cream

Map 5 Destination Heat Map Identifying Priorities for Future Investments



DESTINATION CLUSTERS

Peoria Heights has many active transportation needs that have been identified throughout the planning process. All of the needs cannot be met at once, so priorities have to be defined. Map 5 shows the clusters of destinations where investments in active transportation infrastructure would have the greatest benefits and meet the most needs. The various shades of purple shows the density of destinations as the number of destinations per acre. The following clusters emerge:

- A business district cluster along Prospect Avenue between Glen Avenue and Lake Avenue
- A smaller cluster near Peoria Heights Schools and the Library along Glen Avenue
- Grandview Drive Destinations (Peoria Park District)
- Private Schools along Monroe
- Shopping District along War Memorial

TRAVEL CONDITIONS

Existing and available data collected from IDOT

- Annual Average Daily Traffic
- Crashes Involving Pedestrians and Cyclists

Crashes involving pedestrians and pedal cyclists between 2018-2023 are clustered around:

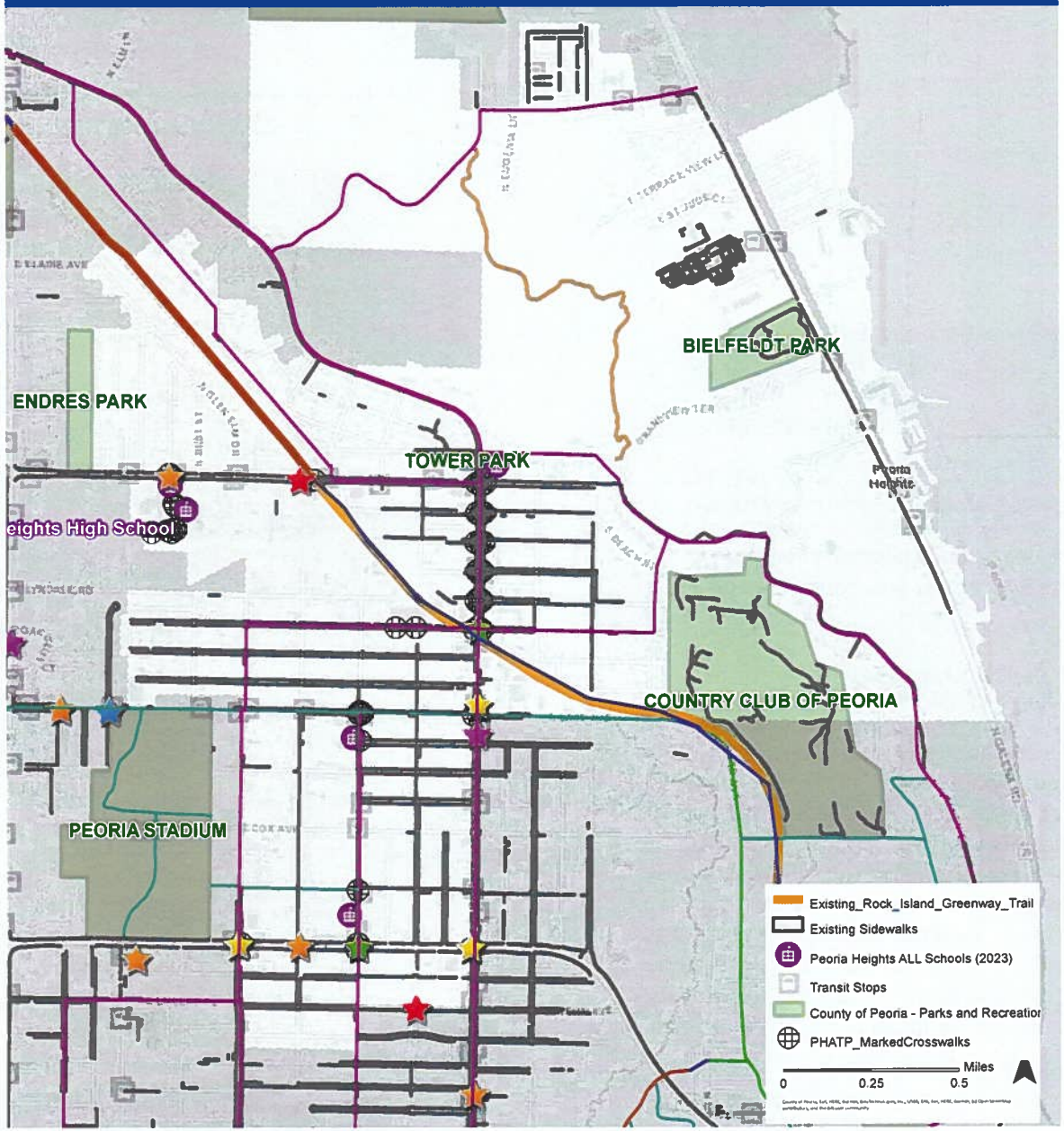
- Prospect Avenue between Marietta and Lake
- War Memorial between Boulevard and Prospect
- Glen Avenue between the Rock Island Greenway Trail and the School Entrance

Pedestrian and pedal cyclists crashes appear to correlate to the higher volume streets in Peoria Heights including two of the higher volume crossings of the Rock Island Greenway Trail. An RRFB crosswalk was installed at Glen, but additional safety measures are needed at Marietta and along War Memorial

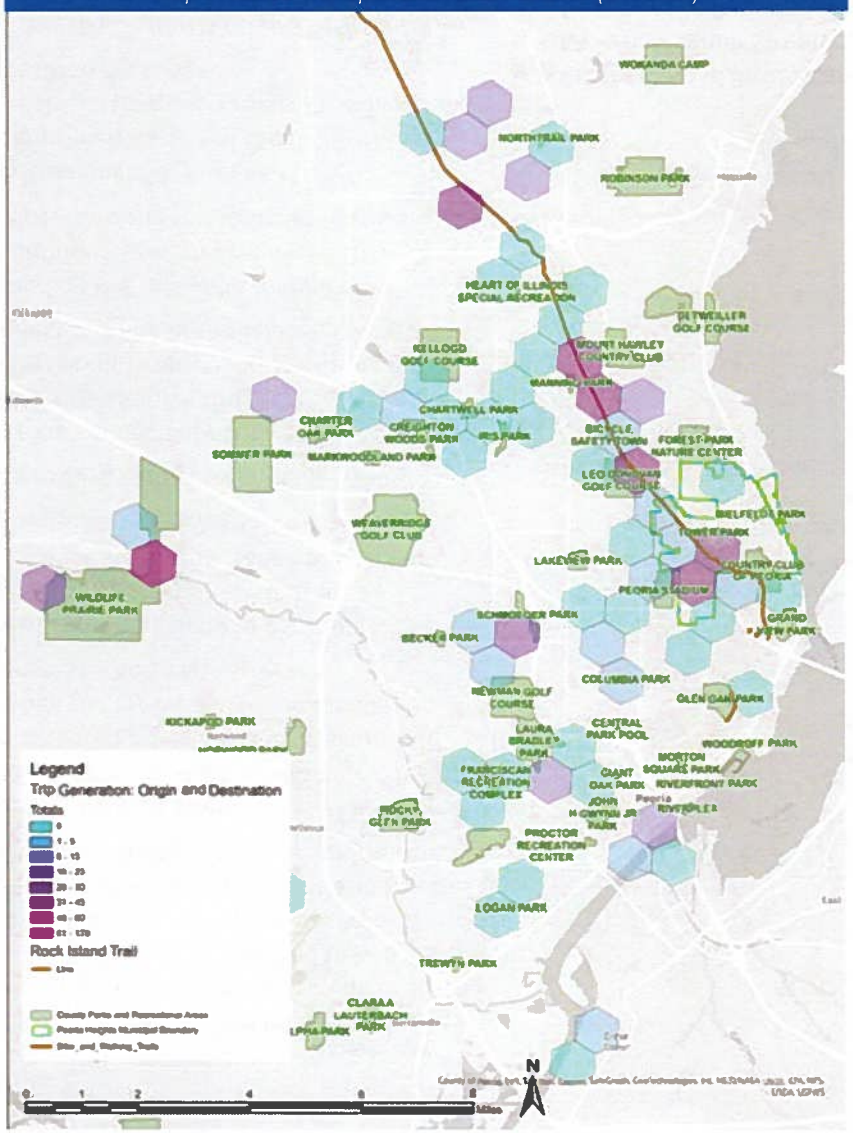
Traffic Crash Data Source

IDOT data was collected for the period from 2018 to 2023. The definition query applied was for Collision Type Coded values of 2 (pedestrian) and 3 (pedal cyclist). Vehicular crashes not involving pedestrians or pedal cyclists are not shown.

Map 6 Peoria Heights ATP Travel Conditions



Map 7 Active Transportation Use Patterns (STRAVA)



STRAVA Metro Data collected by users of Strava app. Some correlation was found with trip counter near CVS on Rock Island Trail and at both ends of the Trail within the Village.

This report includes aggregated and de-identified data from Strava Metro.

Map 6 shows a heat map of bike and E-bike trip origins and destinations for April 2024.[1] The map shows lower trip counts scaling to light blue to higher counts in purple.

The data for the map comes from Strava Metro heat maps. Strava data is collected from millions of self-reported trips gathered from individual users who use the Strava app every week. The data is stripped of identifiers and translated into maps for planning and transportation organizations to improve infrastructure.[2]

The data set for Map 6 includes rides and E-bike rides for "commuting and leisure". This includes rides at all times of day and every day of the week for the month of April. Strava is different from temporary or permanent counters in this way because it shows data in all locations over time rather than in a single location. Ideally this provides a more comprehensive picture of when and where people are riding, running, or walking through a city.

- Strava data from October 2020 to December 2023 was compared to a Peoria bike counter located in a key area over the same period. This comparison showed a moderate positive correlation between Strava and Peoria bike counter data (0.66). Strava data tends to be significantly lower than the Peoria counter, for example in June 2023 the average Peoria trips for a given day were 250, while the average Strava count was 30.[3]
- Map 6 shows that higher trip counts are located in areas with established infrastructure near major trails, parks, or recreation centers. Rock Island Trail shows high levels of activity, for example. There are clusters of higher trip generation located along the Rock Island Greenway Trail (notably at Bicycle Safety Town, W Candletree Dr./W Pioneer Pkwy, Tower Park/East Marietta Ave, East Hines Ave/North Atlantic Ave).

1 *April is a relatively consistent time of year compared to months with more extreme temperatures.*

2 *More information about how Strava documents and normalizes data: https://medium.com/strava-engineering/the-global-heat map-now-6x-hotter-23fc01d301de*

3 *Differences in the data sets may be because the average Strava user is not representative of the population (people who download and use an activity app are more likely to be more active than the population and Strava users skew more male). Differences or gaps can also occur due to weather, technology issues, self-reporting mistakes, and gaps in counter collection.*

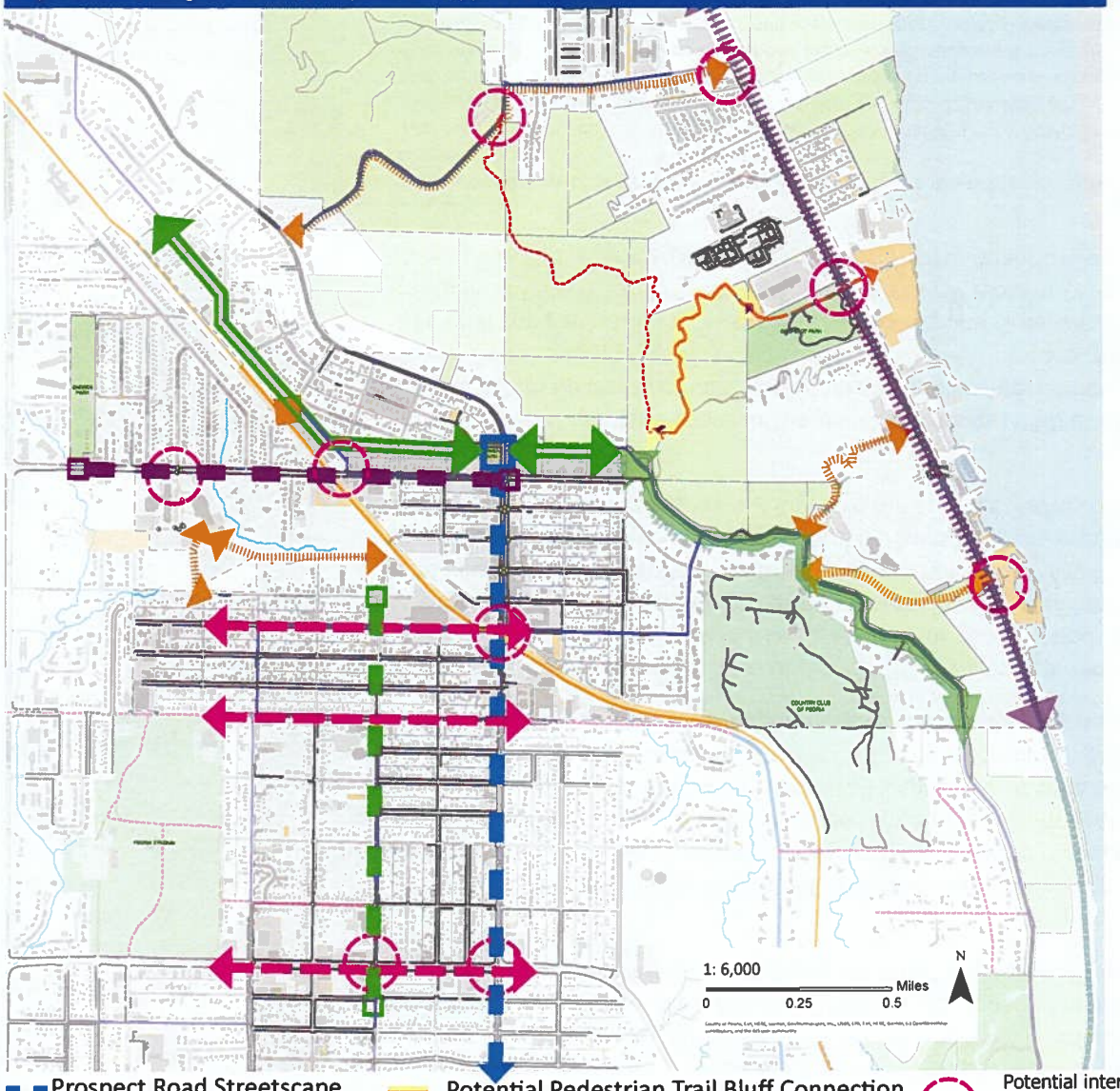
VILLAGE CONNECTIVITY INITIATIVES*

The Village has identified and further developed several connectivity concepts through its comprehensive plan and follow-on grant applications:

- Glen Avenue Resurfacing Project - provides an opportunity to consider reconfiguring the way the pavement is allocated to address turning movements, lane configuration and accommodation of pedestrians and bicycles (curb, gutter and utilities are not impacted).
- Prospect Avenue Streetscape - the Village received funding and has retained a design consultant to advance concept plans into engineering for reconfiguring Prospect Avenue as a complete street.
- East-west connectivity to consider reallocating pavement to better accommodate a wider range of users on Marietta, Lake and War Memorial
- North-south connectivity along Monroe
- Increase connectivity between IL-29 (Galena Road) up and down the escarpment/bluff of the Illinois River by looking at historic connections and potential new connections
- Extending the sidewalks and bicycle accommodations on Grandview Drive across Prospect Avenue to Montclair Avenue
- Construction of a multi-use trail programmed as part of the IL-29/Galena Road Reconstruction Project including new pedestrian crossings

** SOURCE: PEORIA HEIGHTS COMPREHENSIVE PLAN; RECONNECTING COMMUNITIES GRANT APPLICATION; ADDITIONAL FIELD OBSERVATIONS*

Map 8 Peoria Heights Active Transportation Opportunities



Vision, Goals and Recommended Project List

The Village seeks to utilize active transportation initiatives to make it easier for its residents and visitors to move about without the use of a car. More specifically, the village envisions a well-connected active transportation network that is safe, supportive and attractive:

- Safe, convenient and comfortable for all ages and abilities
- Supportive of residents and visitors wishing to replace automobile trips with mostly human powered trips to nearby destinations
- Supportive of residents and visitors wishing to walk or ride for enjoyment and exercise
- Attractive to trail users from around the region wishing to patronize nearby businesses

The overall project goal is to develop a project list that reflects the interests of the Village including both its residents and visitors and that it can be implemented over time. The list is an integral part of the active transportation plan, that will be used as:

- Input to future capital projects, including those developed by IDOT, private development, and Village initiated grant funding requests.
- A guide for coordination efforts with the City of Peoria, Peoria County, and the Peoria Park District to integrate active transportation seamlessly between jurisdictions and land managers.

The project list builds on the Village's existing plans and policies. Additional ideas and suggestions have come from the project's planning committee, June 27th and October 22nd public meetings, a questionnaire and the project team's analysis of existing conditions and trail user data.

The previous pages provide a series of maps showing where people want to go, and what conditions they are facing in trying to get to those destinations without a car. The input received and analysis conducted led to a series of goals that will, if implemented, help achieve a vision for those not wanting to use a car, those that want to get outside and enjoy the areas parks and central business district, and also attractive to those wanting to visit the Village without a car.

The ideas suggested and proposed throughout the planning process are organized into six overall goals. As part of the process, the project team has developed five pilot projects that reflect some or all of these goals and each is used to illustrate how the goals could be implemented.

Photo: Mike Bailey

Peoria Heights Goals for Active Transportation

1. ***Access**: Remove barriers to utilizing active transportation for all ages and abilities*
2. ***Connectivity**: Improve linkages between neighborhoods, schools, parks, regional trails, and Peoria Heights central business districts*
4. ***Complete Streets**: Increase the amount of space in the public right-of-way for sidewalks, street trees, bicycle facilities and access to bus stops*
6. ***Slow Streets**: Safely share streets near schools and destinations by reducing vehicular operating speeds*
8. ***Intersections**: Reduce conflict points between active transportation and motor vehicle modes of travel*
10. ***Places**: Improve active transportation support facilities at destinations*

ACCESS: REMOVE BARRIERS TO UTILIZING ACTIVE TRANSPORTATION FOR ALL AGES AND ABILITIES

1.	Provide safe routes to all schools and parks for all ages and abilities PRIORITIZE ANNUAL LIST AND BUDGET AS CAPITAL IMPROVEMENT
1.1	Intersections within a 5-minute walk of public and private schools
1.2	Intersections within a 5-minute walk of parks
1.3	Intersections along bus/transit routes
2.	Remove obstacles to accessibility for all users seeking desired destinations (curbs, uneven pavement, encroachments into the clear area, etc.)
2.1	NE Corner of War Memorial and Monroe
2.2	Curb cut access to Tower Park Accessible Playground (PILOT STUDY)
2.3	Accessibility of fourth leg of Division & Monroe four-way stop
2.4	Marietta at Prospect (Southern Leg) – add high visibility crosswalk and curb ramps to bus stop
2.5	Sidewalk clear area along Prospect at sidewalk cafes (part of Streetscape Project)
3.	Increase amount of sidewalk space dedicated to walking in accordance with Table 1, Appendix 2.

Missing Curb Ramps and Utility Issues

PROBLEM: drainage structures make curb ramps expensive to construct.
LOWER COST SOLUTION:Build ramp on top of curb with mini box culvert to allow drainage to pass underneath

.

Sidewalk use zones encroach on clear path for all users

Source: Google Streetview

PROBLEM: Sidewalk cafes block clear path for pedestrians
LOWER COST SOLUTION:Continue use of 'streeteries', but limit placement of tables and chairs on sidewalks to maintain a minimum of eight feet (twelve feet preferred) of clear area between edge of table/chair and building zone uses; limit orientation of tables and chairs so table ends are free and clear of obstructions.

High volume intersections favor cars over crosswalks

Source: NYCDOT

PROBLEM: Missing crosswalk and curb ramp near pedestrian destinations such as bus stops/
LOWER COST SOLUTION: Install high visibility crosswalk with hardened centerlines and posts to provide more protection for pedestrians from left turning traffic cutting in too soon at the crosswalk at high rates of speed.

PILOT: East Kingman Slow and Accessible Street Concept

Tower Park is designed to be accessible to the broadest range of ages and abilities. Yet the adjoining curb is a barrier for those with mobility challenges trying to get to this highly accessible park. Tower Park is also home to many Village celebrations and events. Kingman Avenue can be designed so that is can easily be closed for those events and while removing barriers.

A Street Murals

Paint the Street Guidebook May 21.

B Turn Calming

C Remove curb barriers

Source: NACTO

D Raised intersection

globaldesigningcities.org/

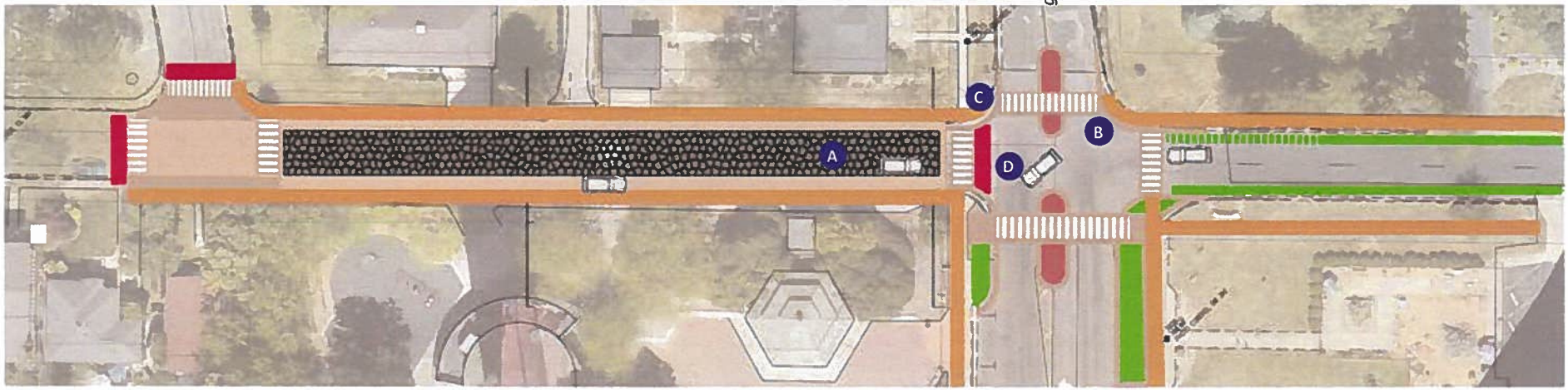
Techniques for Removing barriers to access

A. Incorporate street art to change perception of pedestrian space. Peoria Heights has a strong tradition of incorporating public art into public space design. A competition can be held to encourage public outreach into the design of the street surface

B. Use turn calming to increase safety of intersections. Installing median refuge islands that extend beyond the crosswalk slows vehicular turning speeds and protects the crosswalk from those vehicles

C. Accessible curb aprons around entire radius. Making the entire radius accessible meets the needs of all users and simplifies the streetscape design

D. Alternatively, raised crosswalks and intersections slow drivers as they rise to pedestrian level giving clarity to right-of-way.



CONNECTIVITY: IMPROVE LINKAGES BETWEEN NEIGHBORHOODS, SCHOOLS, PARKS, REGIONAL TRAILS, AND BUSINESS DISTRICTS

New Sidewalks
Connecting to schools or parks and connecting missing gaps. Where constrained by available right-of-way, sidewalks are shown on one side of the street (with the fewest driveways)

New Paved Multi-use Trails
IL Route 29 Reconstruction Project (IDOT)

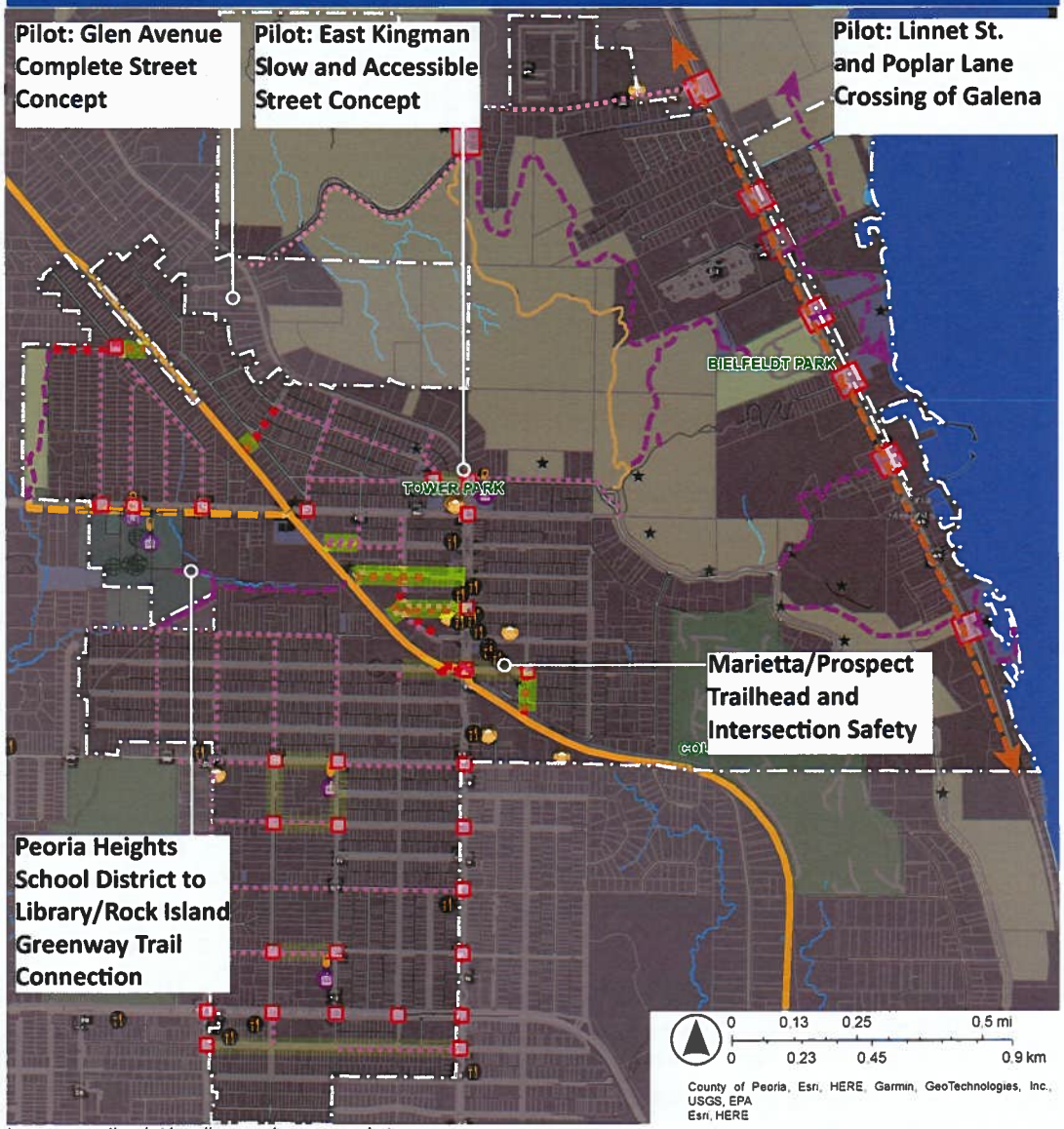
New Natural Surface Trails

- Connecting Peoria Heights High School with the Rock Island Trail
- Connecting Galena Road with Grandview Drive and Forest Park Nature Center
- Connecting Poplar Lane Park with Peoria Park District Parks along the Illinois River

New Rock Island Greenway Connections

- Frances Avenue between the Rock Island Greenway Trail extending as a connecting sidewalk to Endres Park
- Belmont Sidewalk to Rock Island Trail at Montclair
- Sidewalk on Samuel from Atlantic to RI Greenway Trail
- Extend Sidewalk on Duryea to RI Greenway Trail

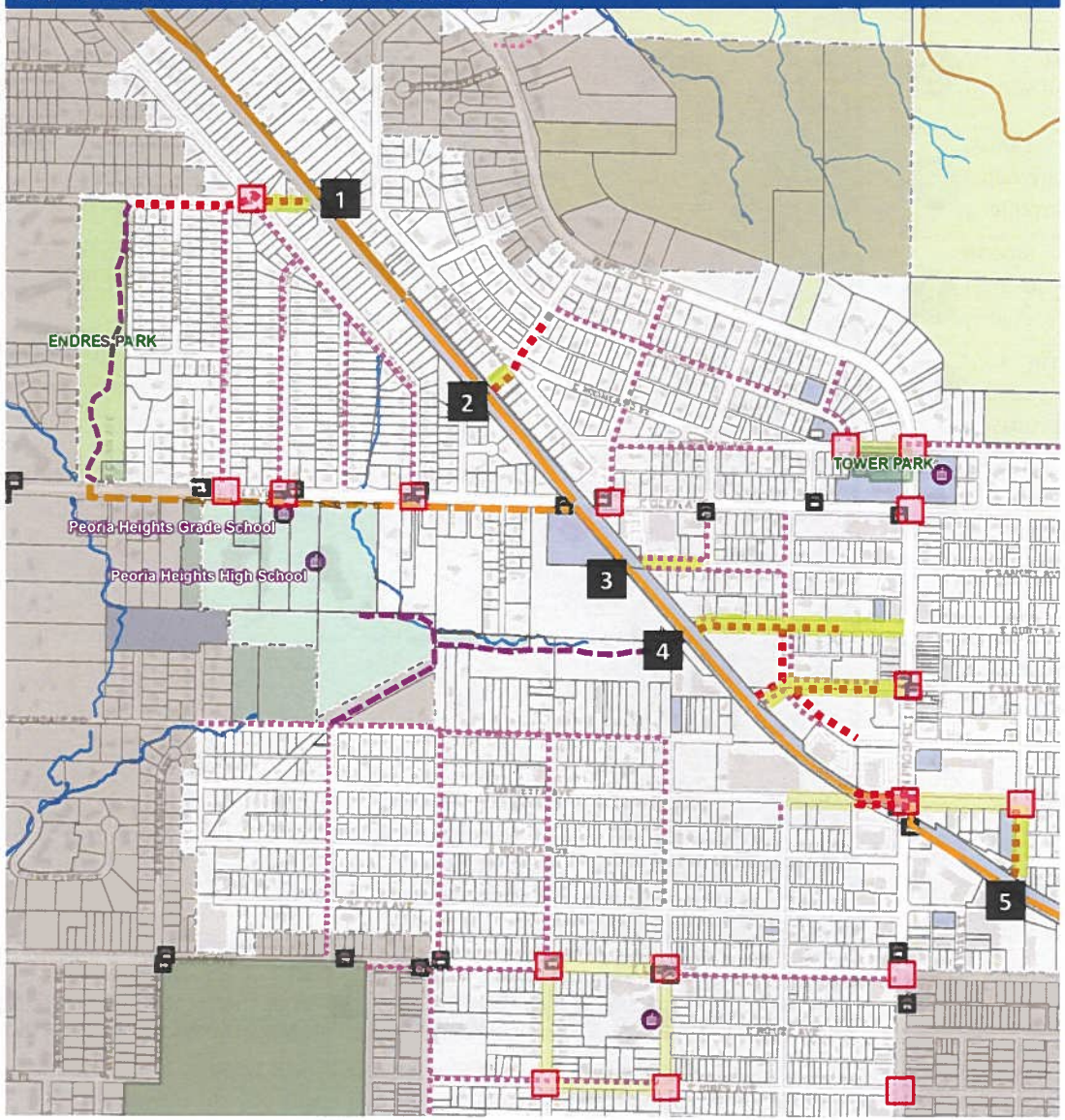
Map 9 Connectivity: New Sidewalks and Trails



Long-term trail and sidewalk network recommendations.
Callouts show locations of five pilot studies for high priority projects

1. Increase connectivity for all ages and abilities to the Rock Island Greenway Trail

Map 10 Rock Island Greenway Trail Connections



Provide neighborhood and business district connections to the Rock Island Greenway Trail

- **Sidewalks**
- **Intersection Safety**
- **Slow Street**
- **New Paved Multi-use Trails**
- **New Natural Surface Trails**
- **New Rock Island Greenway Connections**

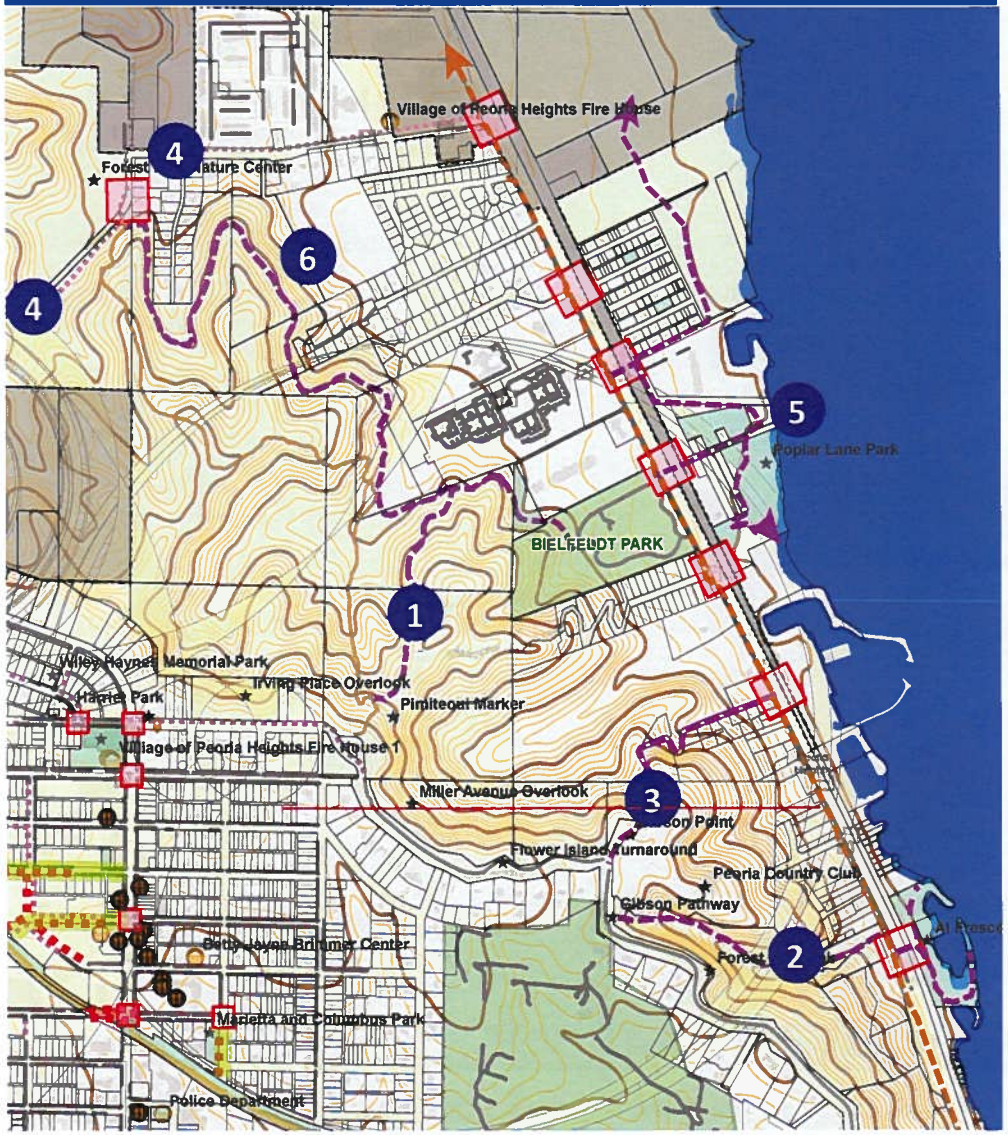
1	Frances Avenue between the RI Greenway Trail extending as a connecting sidewalk to Endres Park
2	Belmont Sidewalk to Rock Island Trail at Montclair
3	Sidewalk on Samuel from Atlantic to RI Greenway Trail
4	Extend Sidewalk on Duryea to RI Greenway Trail
5	Connect James Park along Columbus using "Slow Street" concept

0 0.07 0.15 0.3 mi
0 0.1 0.2 0.4 km

County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA
Esri, HERE

2. Develop additional connecting trails traversing the Illinois River bluff between Grandview Drive and the Illinois River waterfront
3. Enhance pedestrian and bicycle connectivity from Illinois River parks and neighborhoods as part of the reconstruction project for IL Route 29
4. Implement connecting parallel trail at the base of the Illinois River Bluff

Map 11 GALENA ROAD: Trail and Sidewalk Network



All Destinations and Hospitality

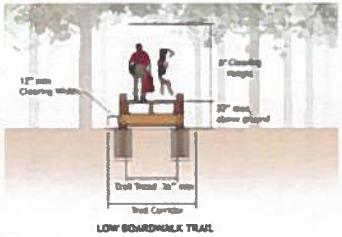
- Hospitality
- Destination
- Community Facility
- School

- **New Sidewalks**
- **Intersection Safety Measures**
- **Slow Street/Traffic Calming**
- **New Paved Multi-use Trails**
- **New Natural Surface Trails**
- **Existing Bike Route**

1	New sustainably designed trail connecting Bielfeldt Park to Grandview Dr. (Peoria Park District)
2	Restore the Gibson Pathway between Al Fresco Park and Grandview Drive (Peoria Park District)
3	Evaluate feasibility of utilizing the public right-of-way along Roosevelt Road for access
4	Evaluate the feasibility of installing a sidewalk along Gardner and Forest Park Drives
5	Illinois Riverfront Trail - long term effort to connect public parks along river shoreline
6	New sustainable design trail connecting Bielfeldt Park to Forest Park (Peoria Park District and easements)

PILOT: Linking Neighborhood South of Peoria Heights Schools to Rock Island Greenway Trail and Library

Source: Google Earth



A

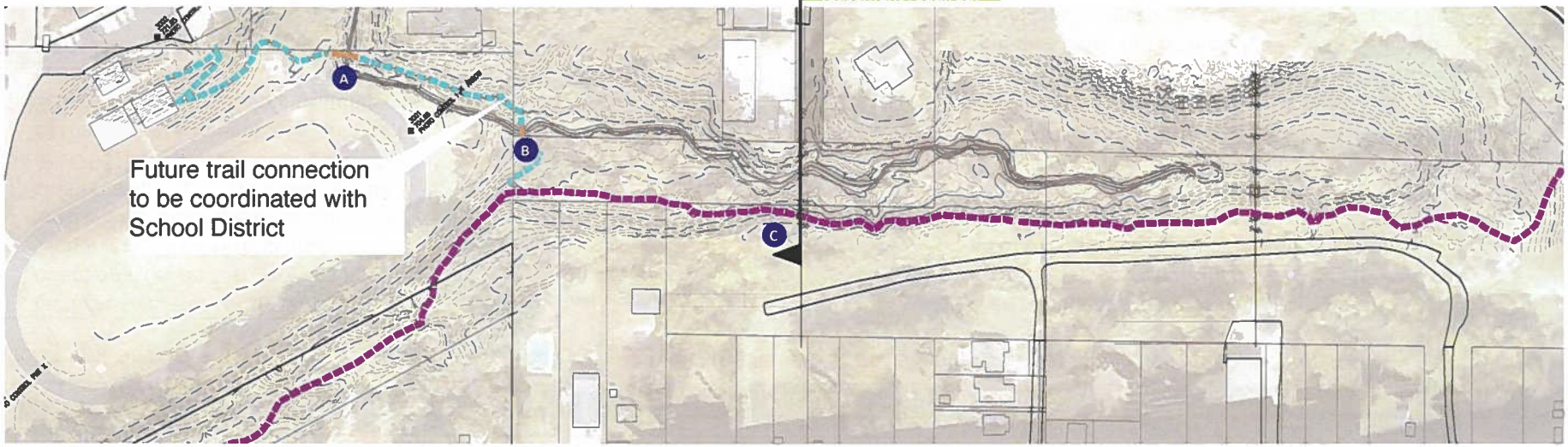
A

B

The purpose of the connection is to link the adjoining neighborhood from Toledo Avenue using the former rail spur to the Rock Island Greenway Trail and Library. In addition, the trail could link to Peoria Heights Schools should the school district wish to provide that connection and security issues can be resolved.

The trail would provide an off-road alternate trail paralleling Glen Avenue and could be coupled with future redevelopment of parcels on the west side of the Greenway. Fencing would be needed on the school side to control access.

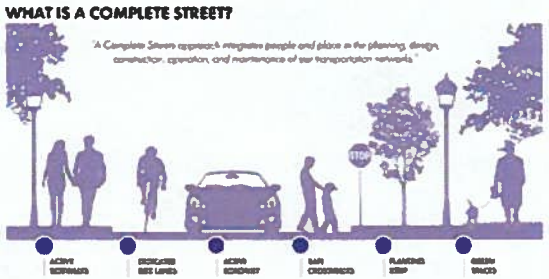
C



COMPLETE STREETS: BALANCE THE NEEDS OF ALL USERS AND CREATE PLACES THAT ARE INVITING, SAFE, AND PLEASANT TO EXPERIENCE

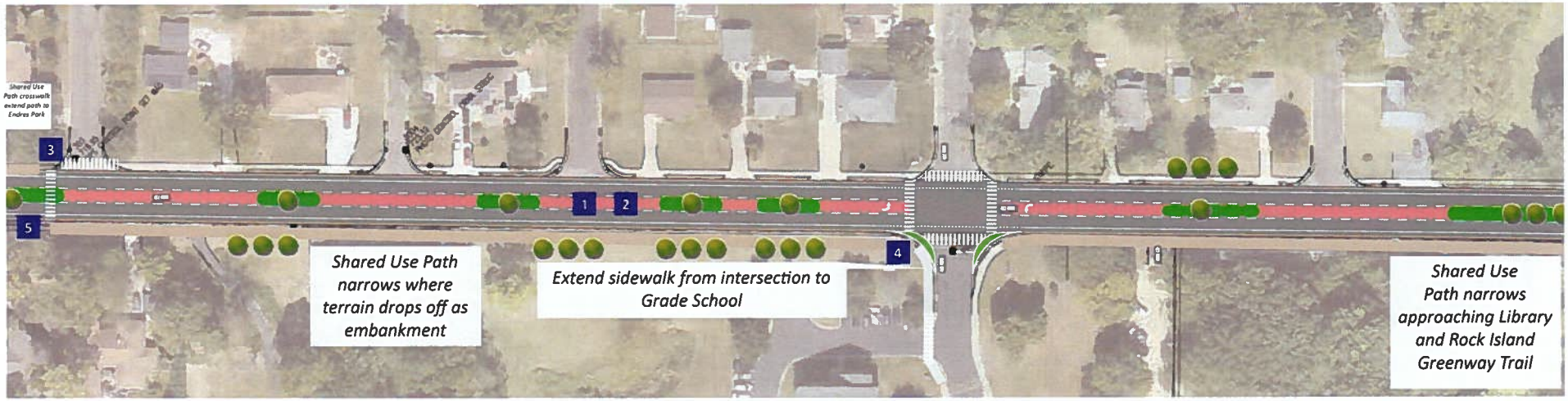
1. Reallocate the underutilized pavement and right-of-way on arterial streets to achieve a balance between vehicular and non-vehicular users

1.1	Increase the safety of the two-directional center turn lane along Glen Avenue by inserting protected crosswalks, raised medians, potential small trees, and coordinated turn lanes; (PILOT STUDY focused on the vicinity of the entrance to Peoria Heights High School and Grade School, including near term quick build option)
1.2	Prospect Avenue Streetscape (design process underway by others)



Glen Avenue is slated for resurfacing in the near future. As part of the resurfacing, there is an opportunity to reconfigure the travel lanes. Two options are shown that can fit between the curbs to make it easier to implement – but both involve converting the center continuous turn lane – which is dangerous at any speed – into a series of median protected turn lanes and crosswalks. The section on the upper right shows that bike lanes can be included by narrowing the travel lanes a foot with a 12' central median. The medians would be similar to those shown on the next page, upper left. A paved multi-use path on the School side of Glen Avenue can also fit within the available right-of-way but need to be narrowed where adjoining slopes drop off more quickly.

PILOT: Glen Avenue Complete Street Concept



Source: FHWA


Source: NACTO

SHOWN: use landscaped medians to break up continuous center turn lane & slow operating speeds

The bottom section, right, illustrates a wider median without bike lanes. The wider median can be engineered to flow as a chicanes (photos below) that would help to slow traffic speeds down considerably.

The radii at each intersection can be reduced to 25' without affecting the school buses or delivery trucks. Quick build options such as street art can be used to delineate the tighter radii.

Source: NACTO

Source: Peyton Chung, Creative Common

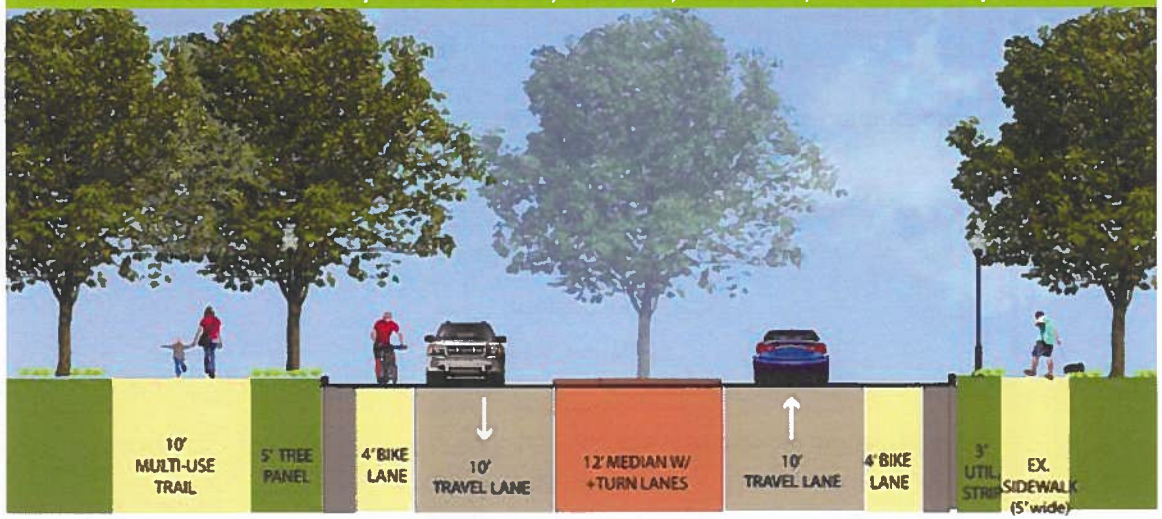
ALTERNATE: introduce chicanes to engineer street design to match desired slow operating speeds

Source: street-plans.com

CROSSWALKS: incorporated into median

QUICK BUILD: shorten crossing distance

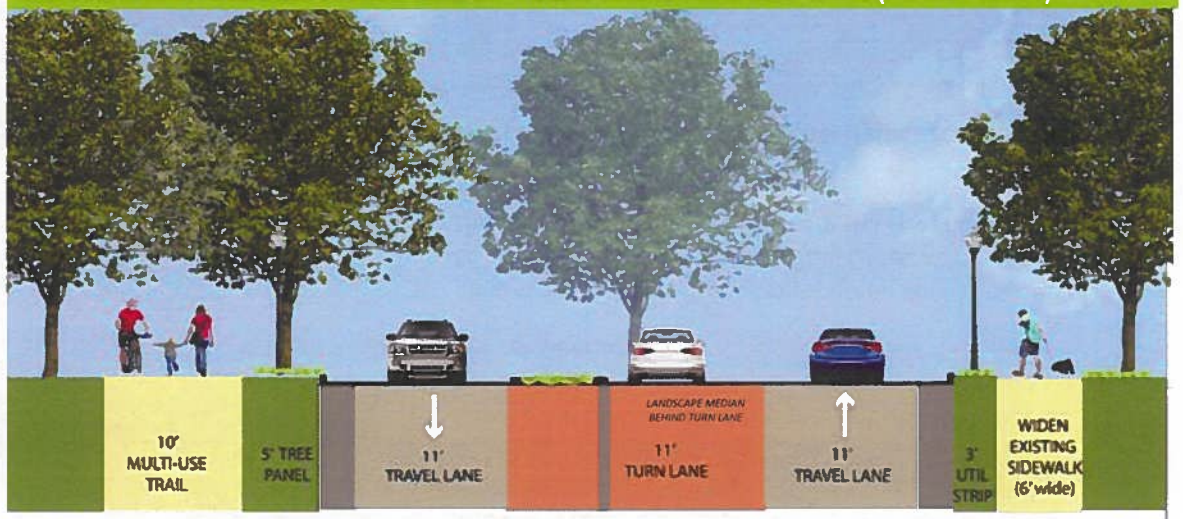
GLEN AVENUE: Full section w/ multi-use trail, sidewalk, bike lanes, 12' median w/ turn lanes



EXISTING ROAD SECTION
40' 6"

EXISTING RIGHT-OF-WAY

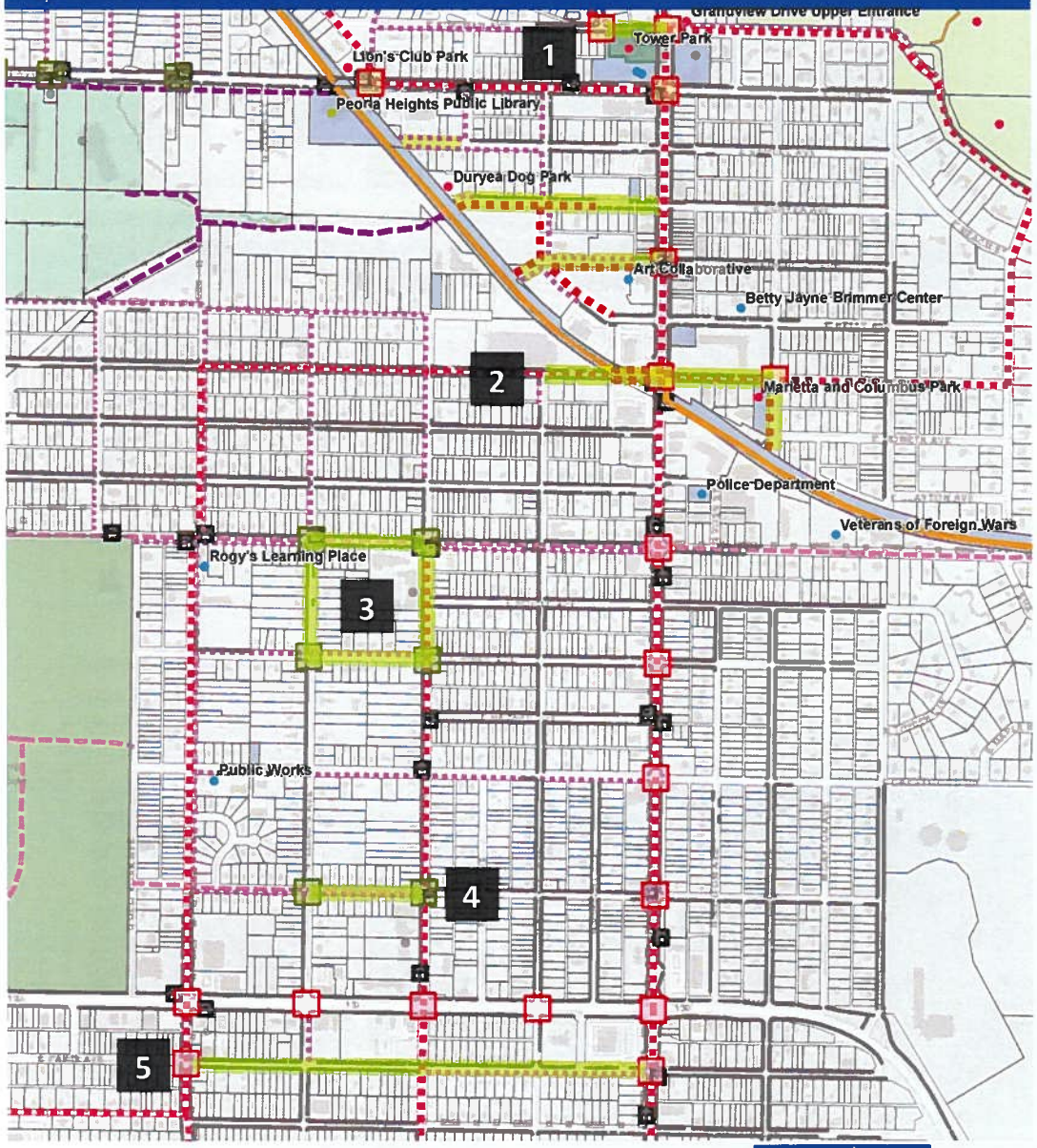
GLEN AVENUE: Alternate section with 18' center median and turn lanes (no bike lanes)



18' MEDIAN W/TURN LANE

SLOW STREETS AND TRAFFIC CALMING: WHERE RIGHT-OF-WAY AND STREET WIDTHS LIMIT REALLOCATING PAVEMENT, USE A SLOW STREET PROGRAM TO REDUCE ALL VEHICLE OPERATING SPEEDS AND INCREASE SAFETY FOR OTHER MODES.

Map 12 Slow Street Recommendations



For streets with lower traffic volume, but providing access to schools and parks, the "Slow Street" concept should be further considered.

- Slow streets shown in the bright green could be used to connect to the Rock Island Trail Greenway, but also the reverse, drawing people from the Greenway to the Central Business District
- The concept is also useful to slow traffic around schools

1. Implement slow street blocks in the vicinity of schools, parks and high-volume pedestrian areas.

1	1.1 Tower Park, East Kingman Avenue, and North Grandview Drive
2	1.2 Marietta Avenue
3	1.3 Monroe, Lake, Illinois and Hines block at Saint Thomas Church and School
4	1.4 Division Street block at Peoria Christian Middle School
5	1.5 Paris Avenue between Boulevard and Prospect

- New Sidewalks
- Intersection Safety
- Slow Street
- New Paved Multi-use Trails
- New Natural Surface Trails
- New Rock Island Greenway Connections

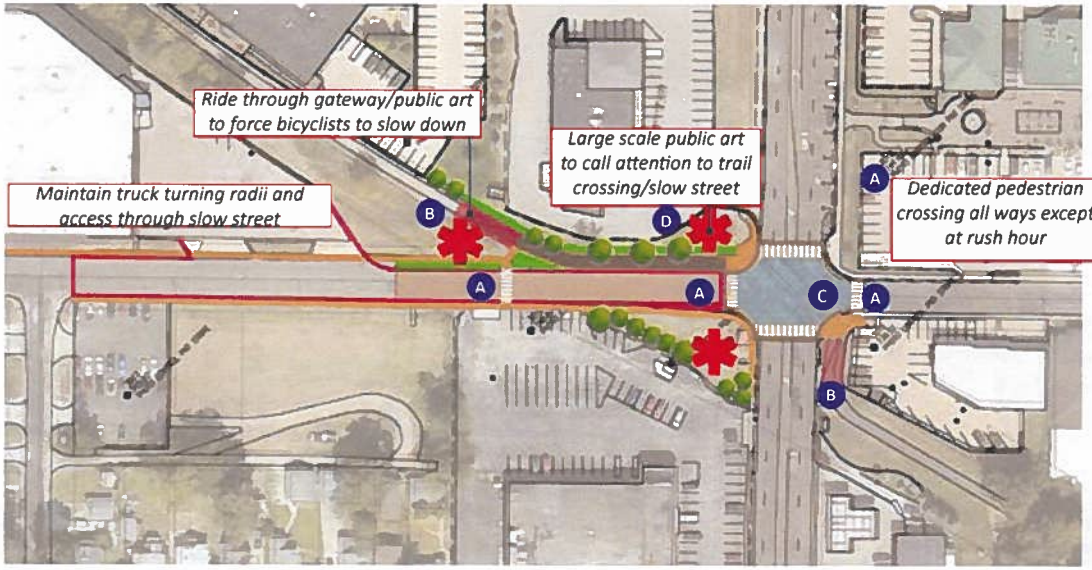
0 0.07 0.15 0.3 mi
0 0.1 0.2 0.4 km

County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA Esri, HERE

PILOT: Marietta/Prospect Trailhead and Intersection Safety

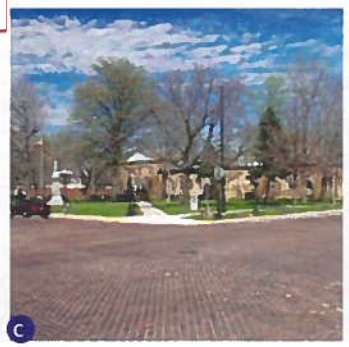
The intersection of the Rock Island Greenway Trail along Marietta at Prospect has long been discussed for a trailhead. The slow street concept can be used on Marietta to enhance safety for the crossing by keeping speeding down and calling more visual attention to the approaching intersection. More attention can be brought to crosswalks using thermal plastics like they did for the Indianapolis Cultural Trail – one of the most popular urban trails in the country (A).

Peoria Heights has a lot of great public art already, but using that public art to call more attention to the crossing ahead can be done at a greater scale (B). Paving the entire intersection with vehicular clay pavers is a good way to call attention to the intersection (C). Havana, IL preserved their original bricks. At the trailhead a larger amount of space at the intersection can be provided, which allows people to gather, consult their map, or decide where to eat lunch without inhibiting bike and pedestrian traffic flow (D).



https://indyculturaltrail.org

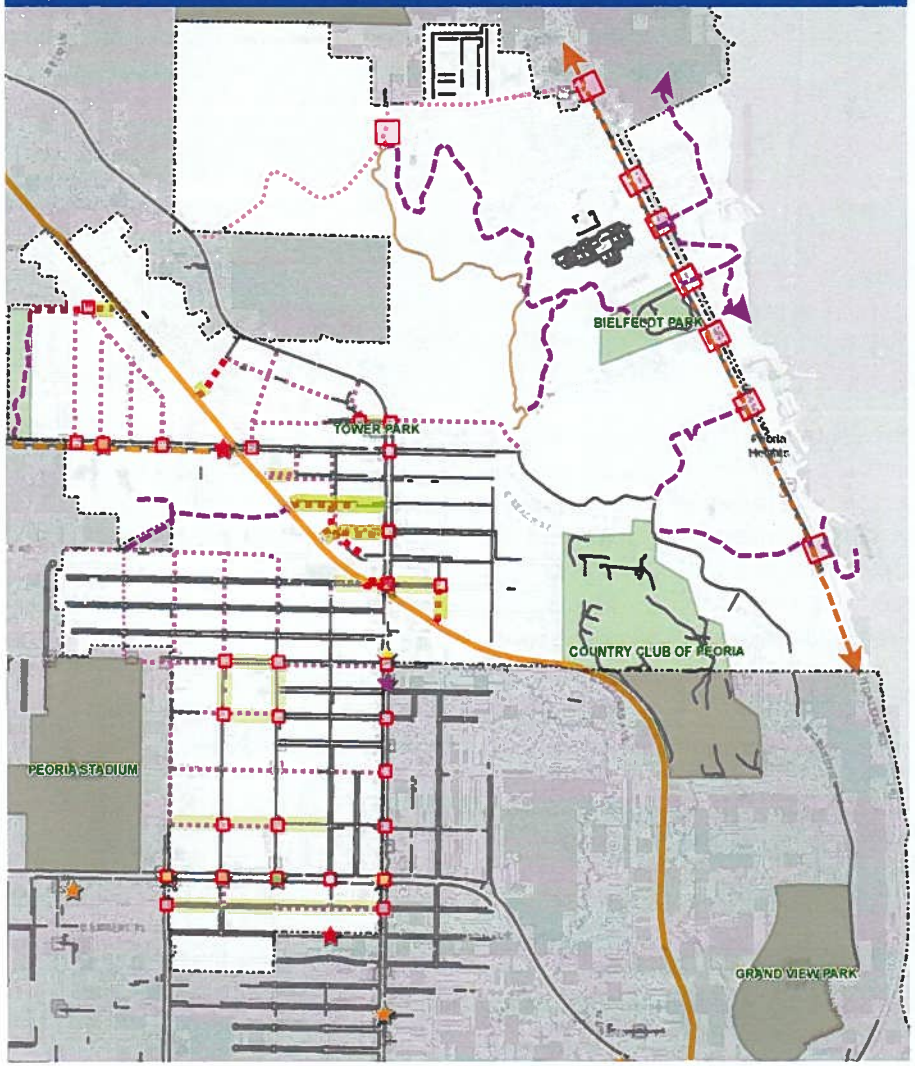
https://indyculturaltrail.org



https://indyculturaltrail.org

INTERSECTIONS: INCREASE THE SAFETY OF INTERSECTIONS FOR ALL USERS BY IMPLEMENTING TURN CALMING MEASURES AND OTHER PEDESTRIAN AND BICYCLE SAFETY COUNTERMEASURES.

Map 13 Intersection recommendations



1. Signalized intersections – reduce turning radii on all four legs, install high visibility crosswalks at all four legs, install leading pedestrian intervals for pedestrian signals
1.1 War Memorial Intersections coordinated with IDOT and potential for traffic calming approaching Peoria Heights from both directions (Prospect, Atlantic, Munroe, Illinois)
1.2 Prospect intersections coordinated with Streetscape Plan
1.3 Intersections near schools, parks and other destinations
2. Uncontrolled intersections on Galena Road – define primary crossing points to serve the most people, and that lead to the desired destinations
2.1 Al Fresco Park entrance, Roosevelt, Poplar Lane and Bielfeldt Park entrance, Linnett Street, Gardner Lane, and designated bus stops
2.2 Use a safe systems approach to slow operating speeds by changing the character of the approaching corridor leading to the intersection to that of a more urban street rather than a suburban highway

New Sidewalks

Intersection Safety

Slow Street

New Paved Multi-use Trails

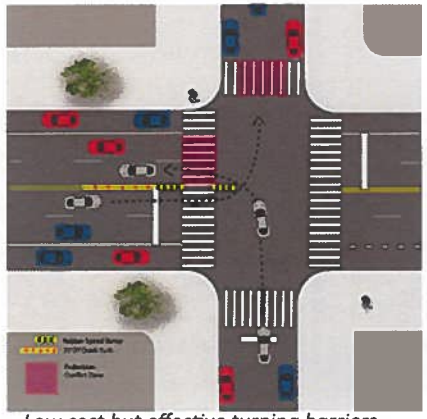
New Natural Surface Trails

New Rock Island Greenway Connections

3. Turn Calming for Signalized Intersections

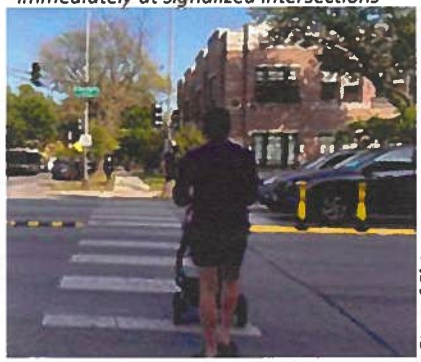
Conflicts between different types of users are most acute at intersections. "Turn calming" measures are recommended to slow drivers down and shorten crossing distances at intersections. The following guidance provides information about turn calming techniques.

1. Reduce the **posted speed limit on all urbanized arterials to 35mph.**
2. Accelerate the implementation of pedestrian safety measures to reduce risk to pedestrians at intersections:
   a. **Eliminate right turn on red** at all signalized intersections.
   b. Install **high visibility crosswalks** striping at all four intersection legs.
   c. Program pedestrian signals for **leading pedestrian interval** and/or establish as the default setting for "**Ped Recall**" and/or "**rest-in-walk**" (automatically gives the WALK indication during the green signal for the major street).
   d. Provide a **protected period for left turning at the end of the cycle** rather than the beginning, where appropriate.
   e. Install **"stop for pedestrians"** signs in advance of all crosswalks parallel to arterials.
3. Install physical improvements that decrease turning traffic operating speeds and increase visibility and awareness of pedestrians in crosswalks:
   a. Hardened centerlines – Install physical barriers that allow through traffic movement, but force left turning drivers to slow down to navigate the turn.
   b. Install "Wedges" at corners for both left and right turning traffic to reduce turning radii.
   c. Restripe right turn intersections at corners to 25' maximum radii and use double thickness widths to reinforce desired turning movement.
   d. Eliminate all right turn deceleration and acceleration lanes at signalized intersections (in combination with any of the above)



nyc.gov

Low cost but effective turning barriers for left turning traffic can be installed immediately at signalized intersections



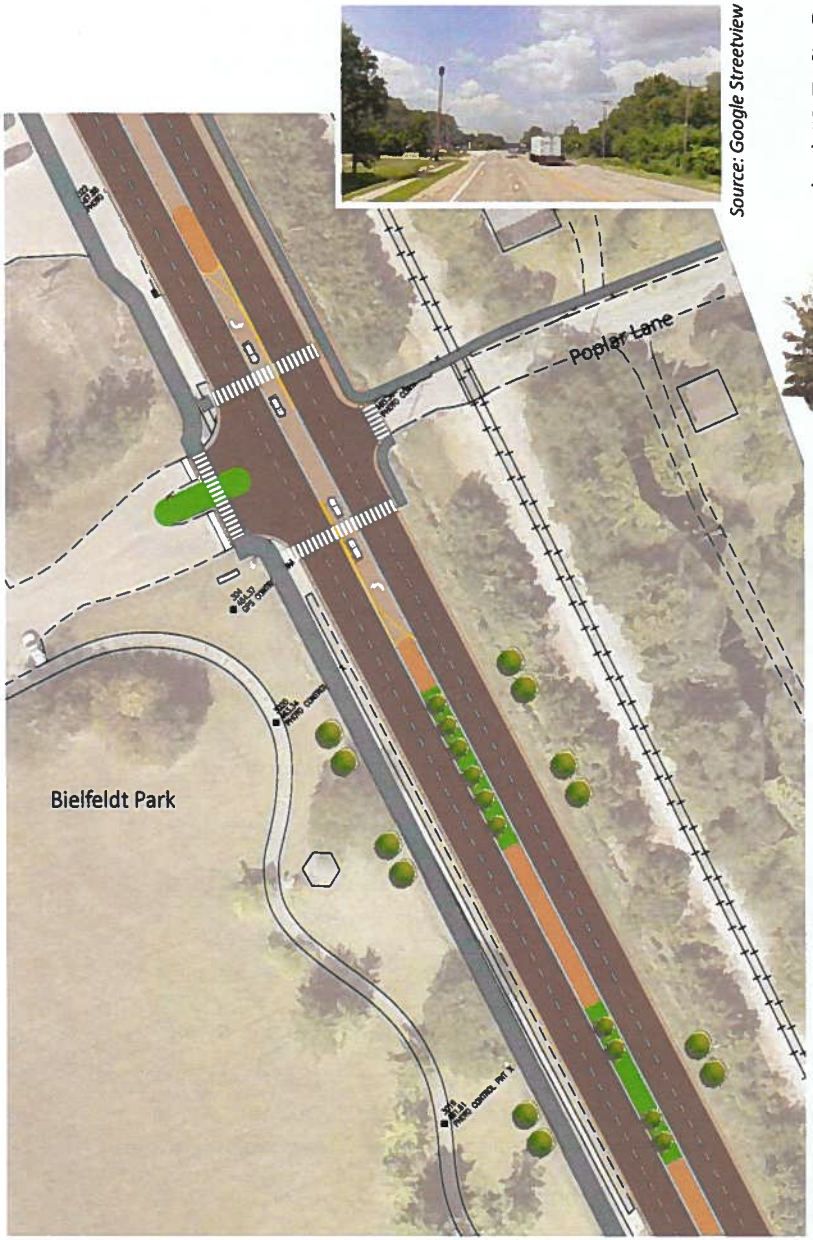
City of Chicago

Quick build barriers protect pedestrians in crosswalk from left turning traffic

An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA

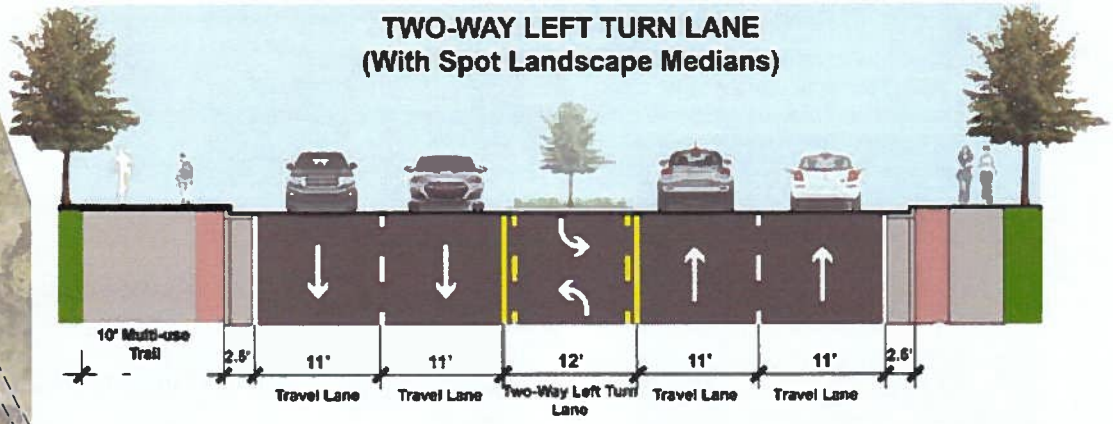
Example of reduced radii installed with a mountable apron for truck and trailer turning movements

PILOT: Poplar Lane to Bielfeldt Park Crossing of Galena Road



Source: Google Streetview

Getting across Galena Road is another important crossing point and it should occur at an existing intersection. This continues to be discussed with IDOT as the project moves forward in the design and engineering process. The section below shows how the design elements can be fit within the right-of0-way under consideration. This can be accomplished at either Poplar Lane or Linnet Drive, as well as a long term connection at the entrance to Al Fresco Park and possibly at Gardner Lane.



Medians can be utilized for stormwater management (below left). Trees can be planted in medians a suitable distance behind barrier curbs and with appropriate clear areas maintained for intersecting streets and entrances. (lower right)

Nashville 28th/31st Avenue Connector built as a green street (courtesy of Hawkins Partners)

Source: NACTO (BergerABAM)

PLACES: SUPPORT ACTIVE TRANSPORTATION TRAVEL MODES BY IMPLEMENTING MEASURES THAT PROVIDE HIGH QUALITY, CONVENIENT, AND SECURE END OF TRIP FACILITIES AT DESTINATIONS.

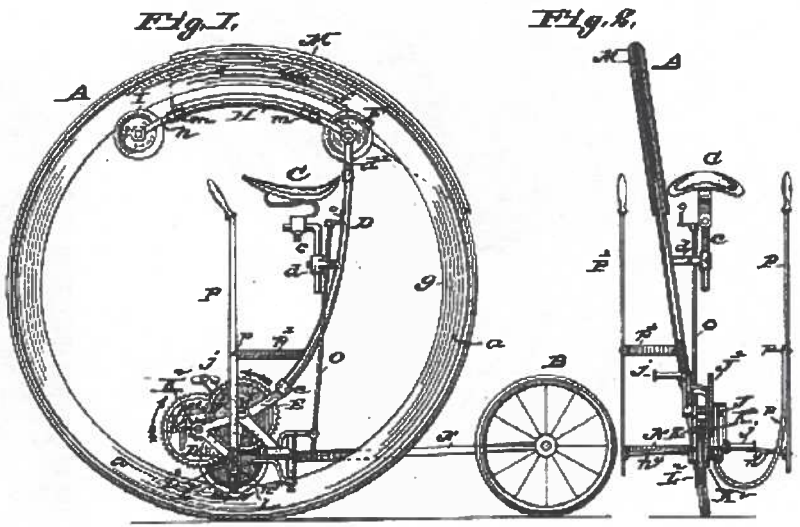
Encourage the use of active transportation modes, facilities and programs at all community sponsored and hosted events by providing educational information for using active transportation facilities.

1. Develop coordinated wayfinding system leading to desired destinations
2. Develop placemaking guidelines for use in enhancing the quality of trailheads and destination areas (see "PILOT: Marietta/Prospect Trailhead and Intersection Safety" on page 21 focused on the trailhead opportunity at Marietta and Prospect, and destination see "PILOT: East Kingman Slow and Accessible Street Concept" on page 13 at Tower Park for illustration of placemaking concepts)
3. Develop bike parking standards for commercial properties
4. Offer incentives for work places to accommodate bike commuting

Forest Park Foundation

Peoria Heights has a long tradition of incorporating placemaking into their public spaces as shown in this undated but historic photograph of Prospect Road.

Example of incorporating public art into bicycle storage that retains the simple functionality of the hoop bike rack.



Peoria Heights and Peoria have a strong relationship to bicycle history that can be utilized in linking active transportation infrastructure to placemaking

Existing bike parking at Peoria Heights Library

Example of covered bike parking for trailhead (Handihut.com)

Example of covered bike parking by Bikearc

Implementation and Prioritization

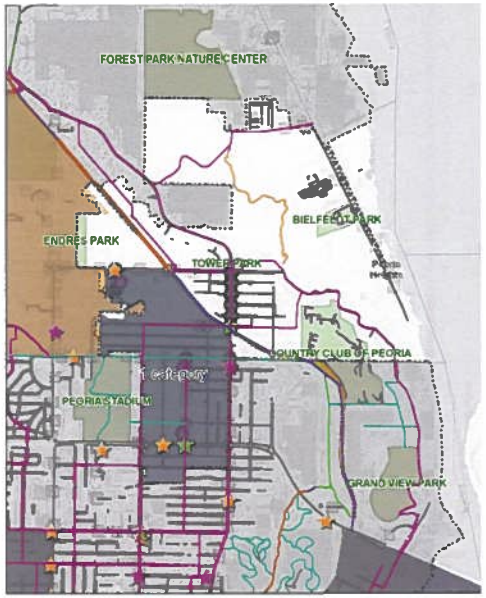
The project list is a tool for use in defining active transportation needs and priorities. The list was developed based upon:

- Comprehensive plans, site concept plans and grant applications provided by the Village
- The Planning Committee's initial corridor tour and meeting
- June 27 public meeting at the Village Hall
- Completed questionnaires (responses were received between June 19 and July 3rd, before and after the June 27 public meeting)
- Existing conditions and use data

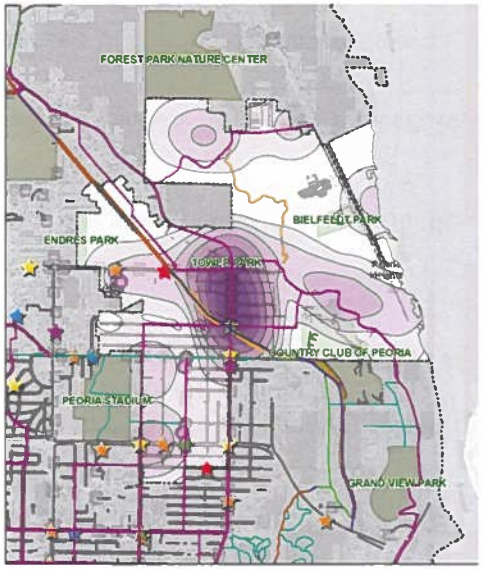
GOALS, OBJECTIVES, AND PROJECT LIST

Based upon the information collected from the sources noted above, the following are recommended projects in relation to the prioritization criteria:

- "PROGRAMMATIC" - are typically for small projects that can be implemented over time as part of a bond-funded capital improvement program, through related capital improvement projects, or through the redevelopment process.
- "LONG TERM" - Some on the list have already been identified as indicating that the implementation is likely beyond the life of this plan.
- PILOT STUDY – are for projects identified as priorities and/or would likely be eligible and competitive for ongoing outside funding opportunities – the locations of these are identified on Map 9 on page 14.



Under-served populations as indicted by disadvantaged housing (dark gray) and transportation (brown) in relation to recorded pedestrian and bicycle crashes 2018-2023



Clusters of desired destinations (purple shading) in relation to recorded pedestrian and bicycle crashes 2018-2023

PROJECT LIST PRIORITIZATION CRITERIA

The project list includes those actions that, if implemented will increase safety for all active transportation users and provide opportunities that will work to encourage active transportation users to switch from motorized to non-motorized modes of travel.

Given the total extent of projects that would increase safety and benefit active transportation users wishing to switch between motorized and non-motorized modes, priorities are needed to focus village efforts on those projects that are most likely to get results and benefit the greatest number of Village residents while making it easier to live and visit Peoria Heights without a car.

The following criteria are recommended

a) Budget implications - opportunities for implementing projects using quick build techniques in the near term while seeking long term funding for permanent installations should be prioritized over those projects

- $ Can be implemented with quick build techniques, as part of roadway resurfacing projects, or for natural surface trails on existing public land
- $$ Requires modification of roadway curb and gutter, drainage, utilities or for trails requires minor structures and right-of-way acquisition
- $$$- Requires reconstruction of roadway, major structures, right-of-way acquisition and

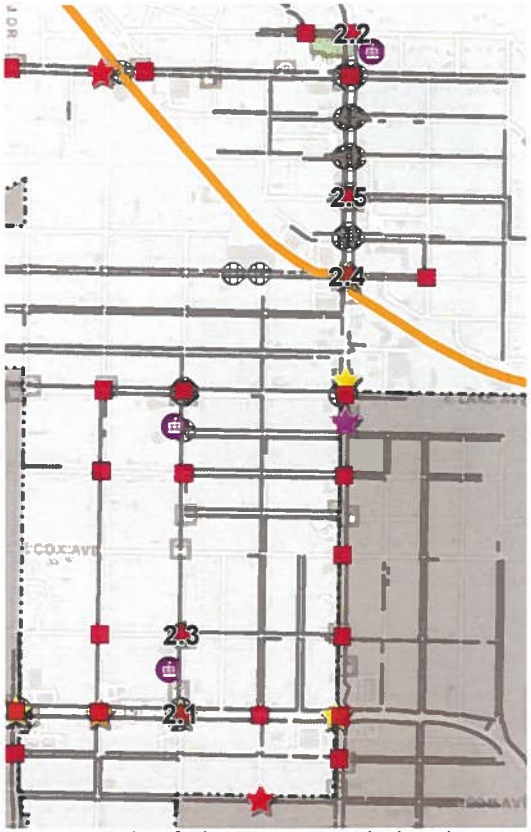
b) Fills gap in meeting the needs of under-served

c) Increases access for wider range of users

d) increases recreational opportunities

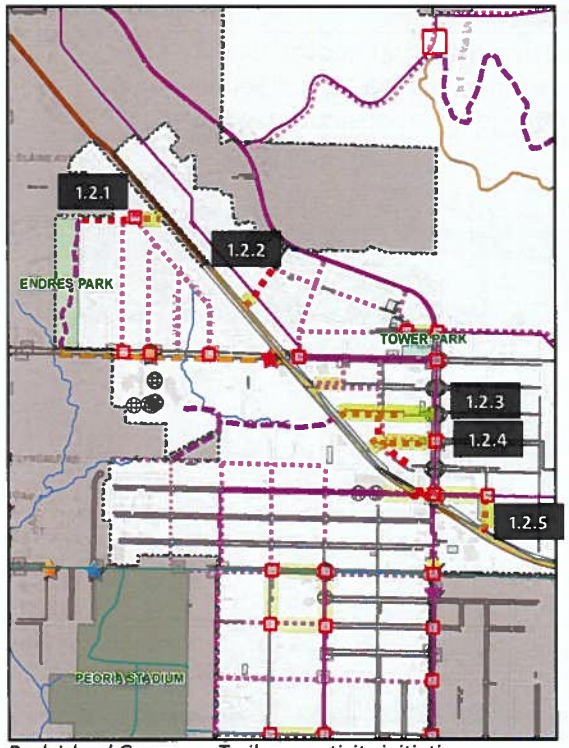
Five minute walk to/from schools (blue shading) in relation to recorded pedestrian and bicycle crashes 2018-2023

Goals/Objectives/Projects	a) Budget implications	b) Fills gap in meeting the needs of under-served	c) Increases access for wider range of users	d) increases recreational opportunities
ACCESS: Remove barriers to utilizing active transportation for all ages and abilities (Map 5 on page 7)				
1. Provide safe routes to all schools and parks for all ages and abilities				
1.1 Increase accessibility for all sidewalks, crosswalks, and curb ramps at intersections within a 5-minute walk of public and private schools (PROGRAMMATIC projects over time)	$			
1.2 Increase accessibility for all sidewalks, crosswalks, and curb ramps at intersections within a 5-minute walk of parks (PROGRAMMATIC projects over time)	$			
1.3 Increase accessibility for all sidewalks, crosswalks, and curb ramps at intersections along bus/transit routes (PROGRAMMATIC projects over time)	$			
2. Remove obstacles to accessibility for all users seeking desired destinations (curbs, uneven pavement, encroachments into the clear area, etc.)				
2.1 NE Corner of War Memorial and Monroe, curb near Beck's new curb appears with no handicapped ramp (check)	$			
2.2 Curb cut access to Tower Park Accessible Playground (See "PILOT: East Kingman Slow and Accessible Street Concept" on page 13)	$$			



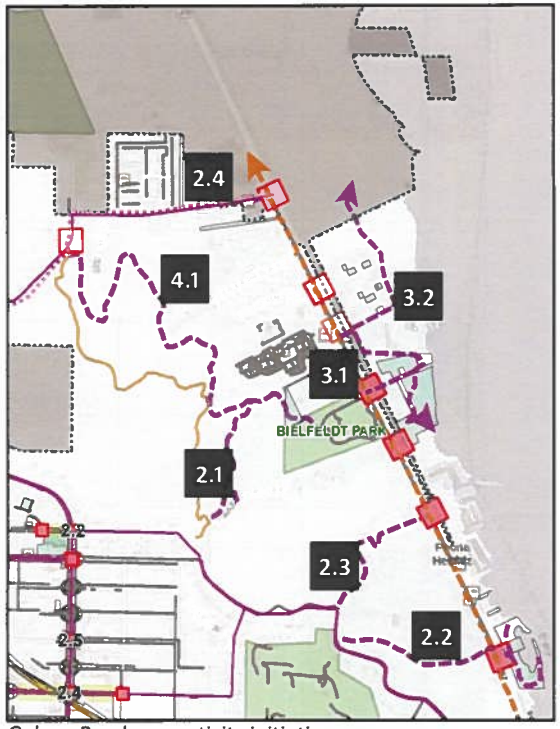
Community identified intersections with obstacles (numbered 2.1 to 2.5 from chart shown on map)

2.3 Division & Monroe Ave four-way stop; three legs served by pedestrian sidewalk but only two have curb cuts with curb ramps	$				
2.4 Marietta at Prospect (Southern Leg) – add high visibility crosswalk and curb ramps to bus stop	$$				
2.5 Sidewalk clear area along Prospect at sidewalk cafes (part of Streetscape Project)	NA				
3. Increase amount of sidewalk space dedicated to walking in accordance with Table 1, Appendix 2.	NA				
CONNECTIVITY: Plan, implement and maintain a comprehensive, connected and efficient network of comfortable, safe and inviting sidewalks, bicycle facilities and pedestrian trails, separated from traffic to provide access to the widest range of destinations that are inviting to both residents and visitors for exercise and enjoyment of the outdoors.					
1. Increase connectivity for all ages and abilities to the Rock Island Greenway Trail					
1.1 Provide a trailhead with accessible route and parking for the Rock Island Greenway Trail at the Marietta Avenue intersection with Prospect and the Rock Island Greenway Trail (See "PILOT: Marietta/Prospect Trailhead and Intersection Safety" on page 21)					
1.1.1 Design and implement Marietta Avenue as a "slow street" connecting to the trailhead	$$				
1.1.2 Enhance the Prospect and Marietta Avenue Intersection to minimize pedestrian/bicycle and vehicular conflicts	$$				
1.2 Provide neighborhood connections to the Rock Island Greenway Trail					
1.2.1 Frances Avenue between the RI Greenway Trail extending as a connecting sidewalk to Endres Park	$$				



Rock island Greenway Trail connectivity initiatives

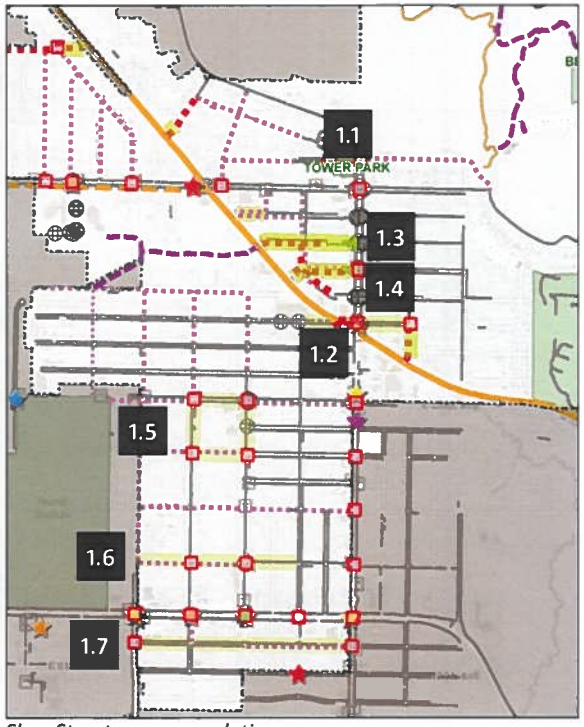
1.2.2	Belmont Sidewalk to Rock Island Trail at Montclair	$$			
1.2.3	Sidewalk on Samuel from Atlantic to Rock Island Greenway Trail	$$			
1.2.4	Extend Sidewalk on Duryea to Rock Island Greenway Trail	$$			
1.2.5	Connect James Park along Columbus using "Slow Street" concept	$			
1.3	Connect neighborhood south of Peoria Heights High School to Rock Island Greenway Trail and Library (easements and small pedestrian bridges may required) (See "PILOT: Linking Neighborhood South of Peoria Heights Schools to Rock Island Greenway Trail and Library" on page 17)	$-$$			
2.	Develop additional connecting trails traversing the Illinois River bluff between Grandview Drive and the Illinois River waterfront				
2.1	Create a new trail connecting from Bielfeldt Park to Grandview Drive using sustainable trail design consistent with the Architectural Barriers Act for trails (Peoria Park District)	$			
2.2	Restore the Gibson Pathway between Al Fresco Park and Grandview Drive (Peoria Park District)	$$			
2.3	Evaluate feasibility of utilizing the public right-of-way associated with Roosevelt Road for public access	NA			
2.4	Evaluate the feasibility of installing a sidewalk along Gardner and Forest Park Drives	NA			
3.	Enhance pedestrian and bicycle connectivity from Illinois River parks and neighborhoods across Galena Road as part of the reconstruction project for IL Route 29				



Galena Road connectivity initiatives

3.1 Provide input to IDOT regarding the feasibility of crosswalks and related pedestrian safety measures at Poplar Lane, Linnett Street, and at Al Fresco Park (PILOT STUDY focused on the vicinity Linnett and Poplar Lane)	NA			
3.2 Implement connecting parallel trails along the Illinois River				
3.2.1 Connecting trail from Linnett Street to Poplar Lane Park (utilize existing right-of-way and coordinate with private owner	$$			
3.2.2 LONG TERM: Connecting trail from Poplar Lane Park to Al Fresco Park (work cooperatively with nine private owners, and the Greater Peoria Sewage and Sanitary Disposal District to establish a trail along the river or adjacent to the RR on the back side of the properties)	$$$			
3.2.3 LONG TERM: Connecting trail from Poplar Lane Park northward along the Illinois riverfront properties managed by the Peoria Park District	$$			
4. Implement connecting parallel trail at the base of the Illinois River Bluff				
4. 1 LONG TERM: Connecting trail between Bielfeldt Park and Forest Park Nature Center (work cooperatively with one private owner)	$$			
COMPLETE STREETS: Balance the needs of all users and create places that are inviting, safe, and pleasant to experience (page 18).				
1. Reallocate the underutilized pavement and right-of-way on arterial streets to achieve a balance between vehicular and non-vehicular users				

1.1	Increase the safety of the two-directional center turn lane along Glen Avenue by inserting protected crosswalks, raised medians, potential small trees, and coordinated turn lanes; (see PILOT "COMPLETE STREETS: Balance the needs of all users and create places that are inviting, safe, and pleasant to experience" on page 18)				
1.2	Prospect Avenue Streetscape (design process underway by others)	NA			
SLOW STREETS: Where right-of-way and street widths are not conducive to reallocating pavement, implement a slow street program to reduce all vehicle operating speed to increase safety for other modes (see Map 12 on page 20).					
1.	Implement slow street blocks in the vicinity of schools, parks and high-volume pedestrian areas.				
1.1	Kingman between Prospect and Euclid	$$			
1.2	Marietta between Atlantic and Columbus	$$			
1.3	Duryea between Prospect and Rock Island Greenway Trail	$			
1.4	Seiberling between Prospect and Rock Island Greenway Trail	$			
1.5	Lake, Illinois, Hines, and Munroe – block surrounding St. Thomas School and Church	$			



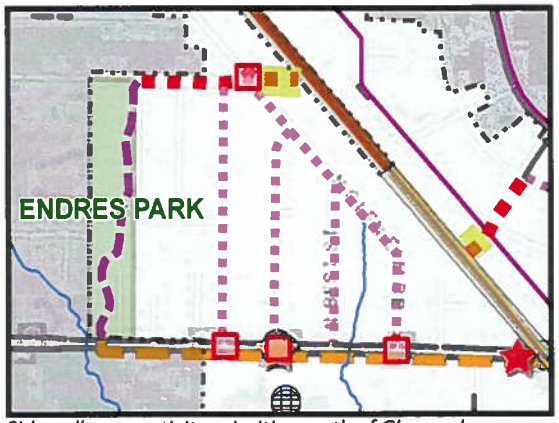
Slow Street recommendations

1.6	Division between Boulevard and Atlantic	$			
1.7	Paris between Wisconsin and Prospect	$			
INTERSECTIONS: Increase the safety of intersections for all users by implementing turn calming measures and other pedestrian and bicycle safety countermeasures (Map 13 on page 22).					
1.	Turn calming at all intersections – reduce turning radii on all four legs, install high visibility crosswalks with curb ramps at all four legs; Turn calming at signalized intersections: install leading pedestrian intervals for pedestrian signals				
1.1	War Memorial Intersections coordinated with IDOT and potential for traffic calming approaching Peoria Heights from both directions (Prospect, Atlantic. Munroe, Illinois)	$$$			
1.2	Prospect intersections coordinated with Streetscape Plan (*existing conditions noted in description*) - recommend all four legs of intersections have high visibility crosswalks and curb ramps. Implemented as part of streetscape project.		NA	NA	NA
1.2.1	Glen: *signalized, curb extensions (NE/SE), center turn lane, right slip lane (SB to WB Glen), curb ramps (4)*	$$			
1.2.2	Samuel: *uncontrolled (stop on minor) curb extensions, curb ramps, yellow paddle board stop for pedestrians, center turn lane*	$			
1.2.3	Duryea: *uncontrolled (stop on minor) curb extensions, curb ramps, except NW-NE and SW-SE, flashing yellow yield to pedestrians, center turn lane*	$			
1.2.4	Seiberling: *stop controlled (4way), crosswalks (4), curb extensions (4), curb ramps (4), center turn lane*	$			
1.2.5	Kelly: *signalized, crosswalks (4), curb extensions (NE,SE), center turn lane*	$$			

1.2.6	Marietta: *stop controlled (4way), crosswalks (N,E,W), curb extensions (NE-NW), curb ramp (serves NE, SE, NE-NW, NW-SW) center turn lane (no crosswalk to bus stop on SW)*	$$$			
1.2.7	Moneta: *uncontrolled (no EB), no crosswalks, no curb extensions, curb ramp (NW/SW) center turn lane*	$			
1.2.8	Lake: *signalized, crosswalks, no curb extensions, curb ramp (4) center turn lane*	$$			
1.2.9	Rouse: *uncontrolled, no crosswalks, no curb extensions, curb ramp (4) center turn lane*	$$			
1.2.10	Hines: *uncontrolled, no crosswalks, no curb extensions, curb ramp (4), center turn lane*	$$			
1.2.11	Hazard: *uncontrolled, no crosswalks, no curb extensions, curb ramp (SW) center turn lane*	$$			
1.2.12	Cox/Crestwood: *uncontrolled, no crosswalks, no curb extensions or curb ramps, center turn lane*	$$			
1.2.13	Division: *uncontrolled, no crosswalks, no curb extensions or curb ramps, center turn lane*	$$			
1.2.14	War Memorial: *signalized, four crosswalks, turn signals, right flowing turns, dual left SB to EB*	$$			
1.3	Intersections near schools, parks and other destinations				
1.3.1	reduce turning radii	$			
1.3.2	Install "stop for pedestrians in crosswalks" signs on all four segments	$			
1.3.3	Install median refuge islands and coordinate with elimination of center turn lanes	$$			

PLACES: Support active transportation travel modes by implementing measures that provide high quality, convenient, and secure end of trip facilities at destinations.					
1. Encourage the use of active transportation modes, facilities and programs at all community sponsored and hosted events by providing educational information for using active transportation facilities.	NA				
2. Develop coordinated wayfinding system leading to desired destinations	$				
3. Develop placemaking guidelines for use in enhancing the quality of trailheads and destination areas (see "PILOT: Marietta/Prospect Trailhead and Intersection Safety" on page 21 focused on the trailhead opportunity at Marietta and Prospect, and destination see "PILOT: East Kingman Slow and Accessible Street Concept" on page 13 at Tower Park for illustration of placemaking concepts)	NA				
4. Develop bike parking standards for commercial properties	NA				
5. Offer incentives for work places to accommodate bike commuting	NA				

Additional Coordination Priorities



Sidewalk connectivity priorities north of Glen and southwest of the Rock Island Greenway Trail

Based upon public outreach and committee input, the following priorities should be given additional emphasis:

1). Glen Avenue - funding was recently awarded for preliminary engineering, design, and construction of ADA-compliant sidewalk ramps on East Glen Avenue in Peoria Heights from Prospect Road to west of Knoxville Avenue. Roadway resurfacing also presents additional opportunities for reallocating pavement width to incorporate bike paths (see "PILOT: Glen Avenue Complete Street Concept" on page 18)

2) Safe Routes to Schools - the neighborhood north of Glen and southwest of the Rock Island Greenway has no sidewalks and would greatly benefit from providing sidewalks that connect to Glen and Peoria Heights schools, including intersection safety improvements.

3) Galena Road Active Transportation Infrastructure - coordination ongoing with funded design, engineering and construction for the reconstruction of IL-29/Galena Road (IDOT).

Appendix 1: Public Outreach

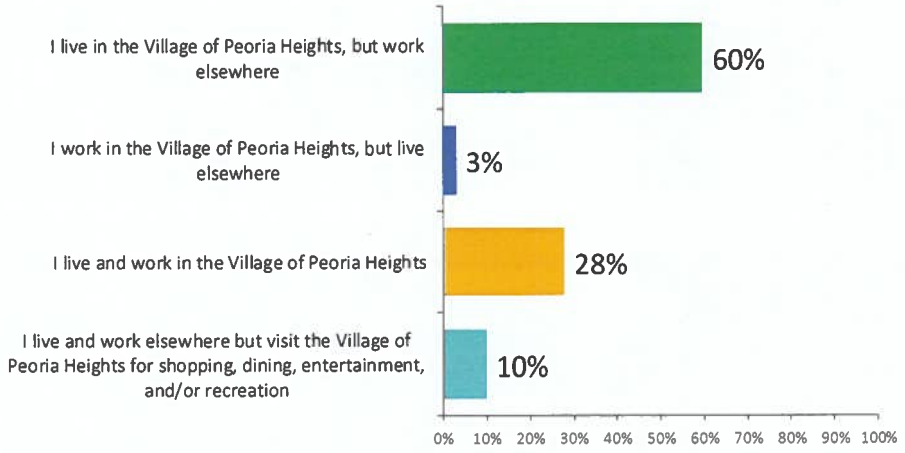
1. Questionnaire

2. Public Outreach Comments and Response

QUESTIONNAIRE RESPONSES

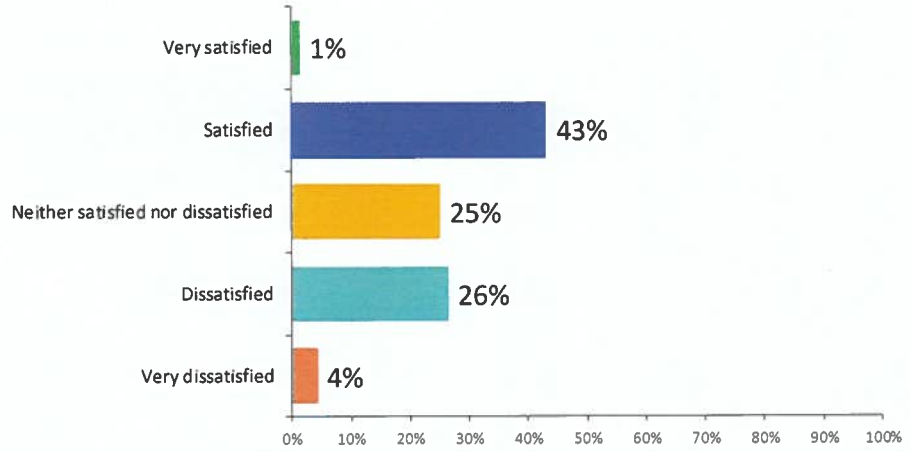
Q1: Which of the following best describes you?

Answered: 72 Skipped: 1



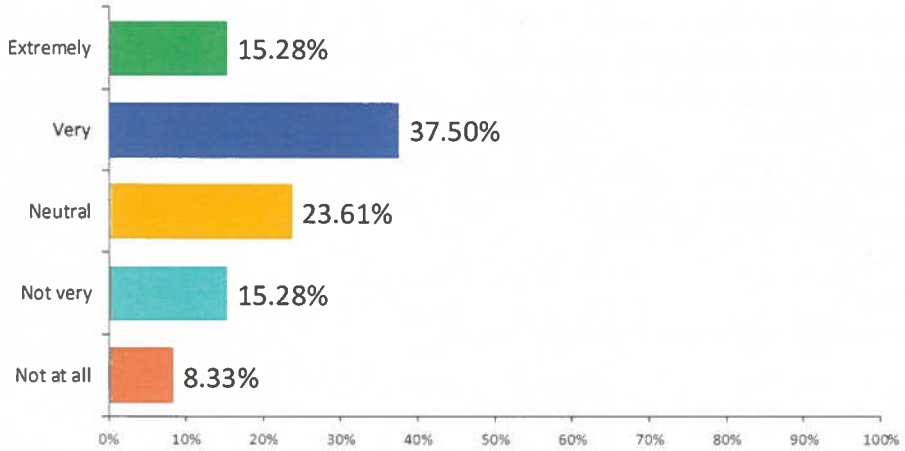
Q4: Overall, how satisfied are you with current active transportation infrastructure (e.g. sidewalks, trails, crosswalks, and other supporting design features) in Peoria Heights?

Answered: 72 Skipped: 1



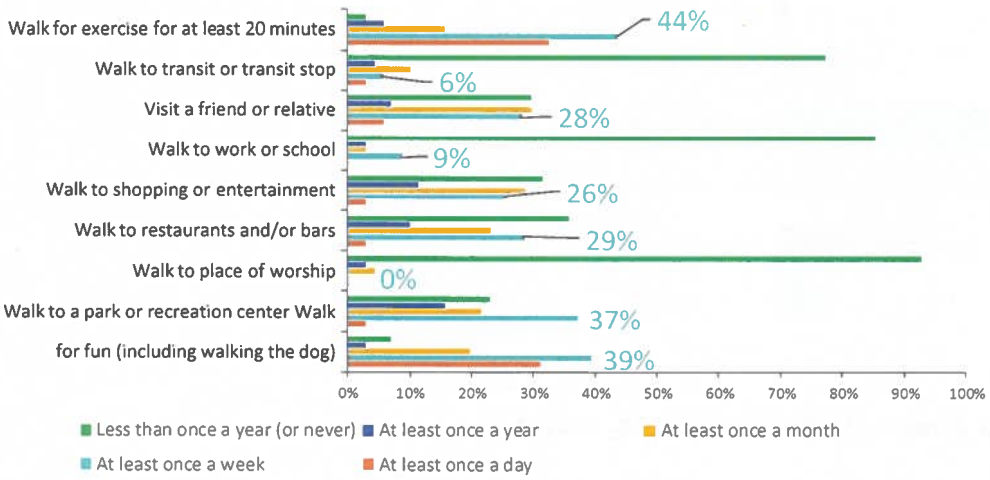
Q5: When deciding where to live, how important are nearby active transportation opportunities?

Answered: 72 Skipped: 1



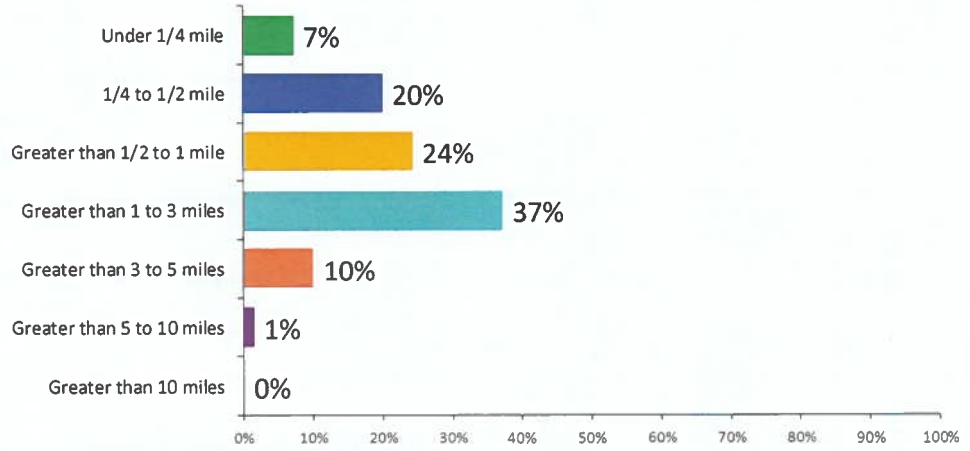
Q6: How often do you walk and for what purpose? (Select best answer for each activity.)

Answered: 71 Skipped: 2



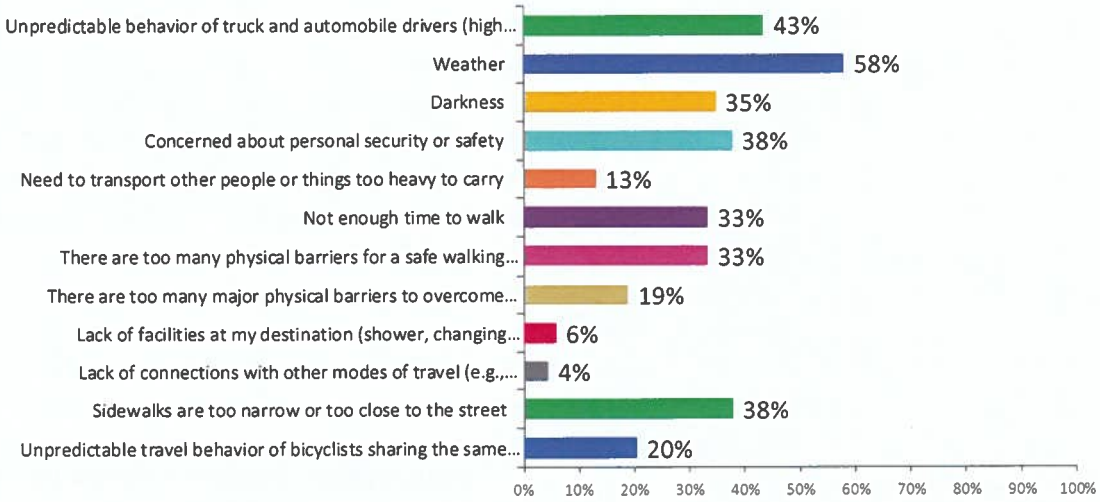
Q7: How far are you willing to walk during one trip (one direction)?

Answered: 70 Skipped: 3



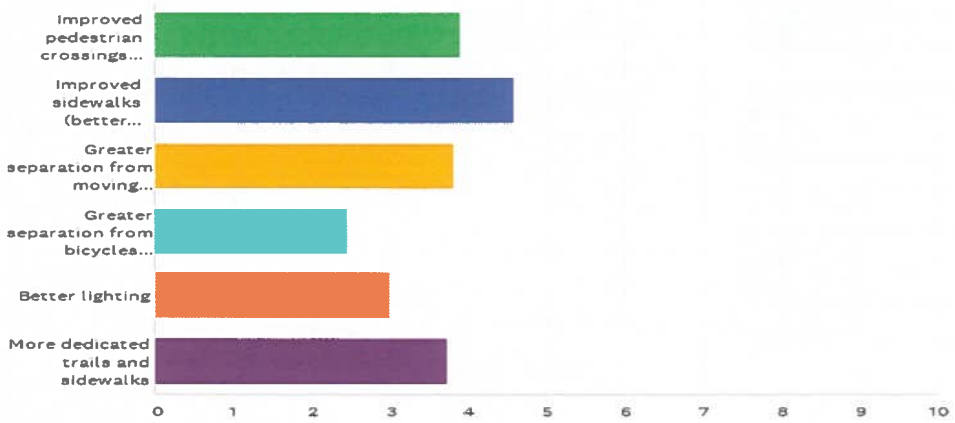
Q8: What obstacles prevent you from walking more often? (Check all that apply.)

Answered: 69 Skipped: 4



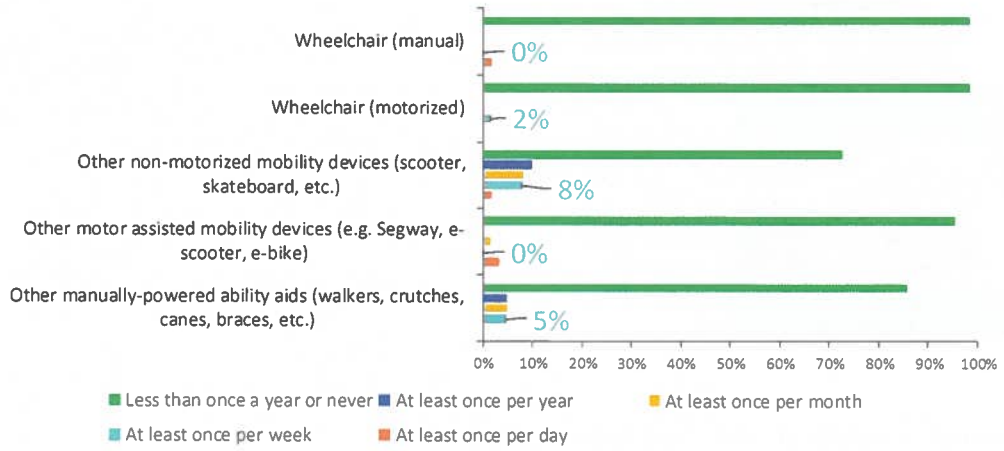
Q9: What physical improvements would encourage you to walk more? (Rank in order of priority.)

Answered: 69 Skipped: 4



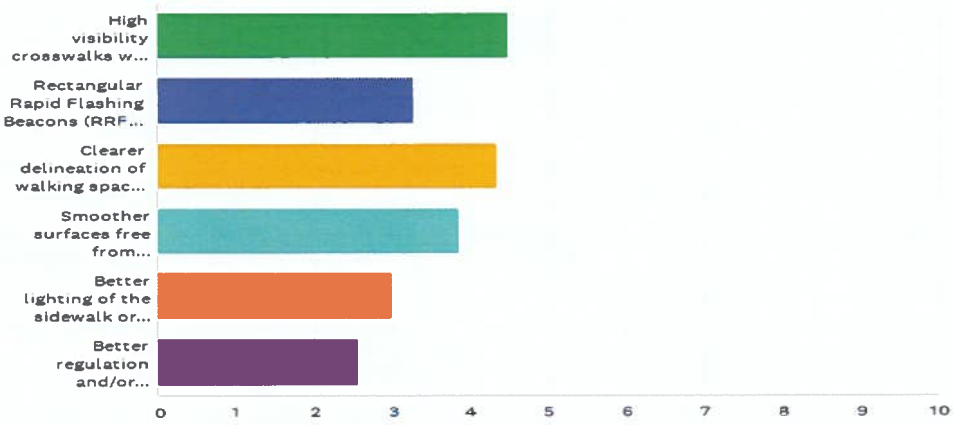
Q10: What types of mobility aids and devices do you use now or have you used in the past and how often do you (or did you) use them on Peoria Heights sidewalks and trails to increase your mobility?

Answered: 65 Skipped: 8



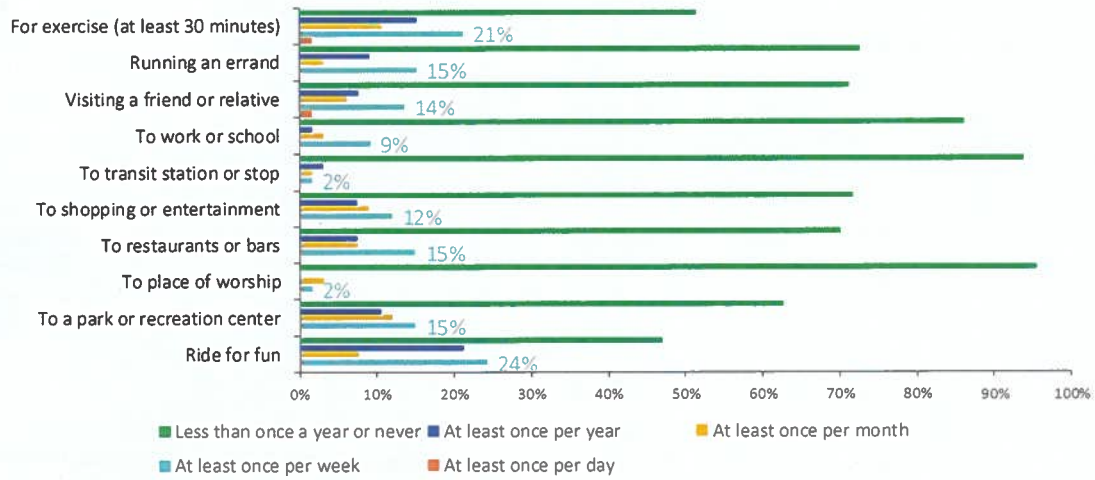
Q11: What physical improvements do you think would have the greatest impact on broadening the range of ages and abilities that use Peoria Heights' sidewalks and trails?

Answered: 71 Skipped: 2



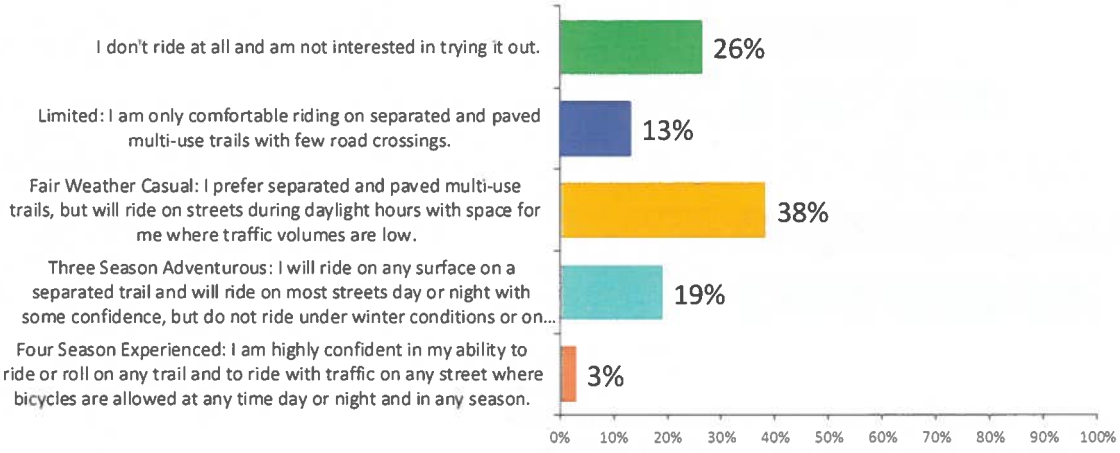
Q12: How often do you ride a bicycle or other non-motorized form of transportation (e.g., roller skates, skateboards, manual scooters) and for what purpose?

Answered: 67 Skipped: 6



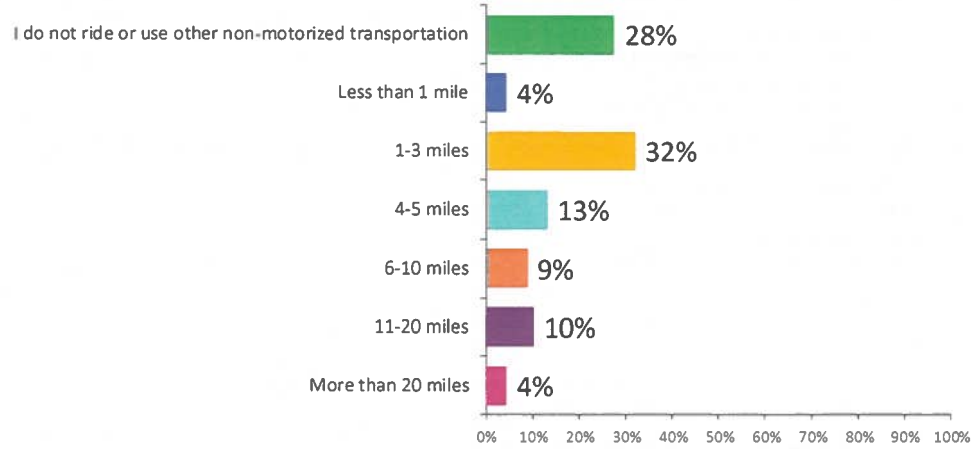
Q13: How comfortable are you riding a bicycle or using other non-motorized transportation (e.g., roller skates, skateboards, manual scooters)?

Answered: 68 Skipped: 5



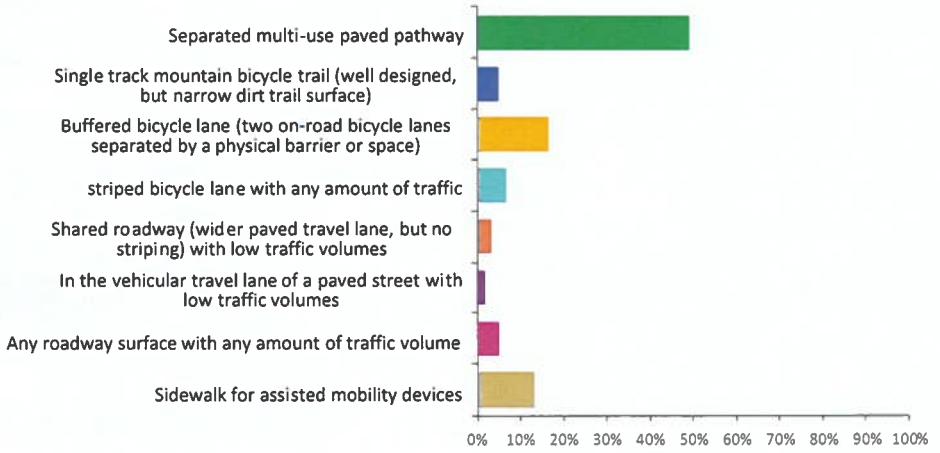
Q14: How far are you willing to ride on one trip (one direction)?

Answered: 69 Skipped: 4



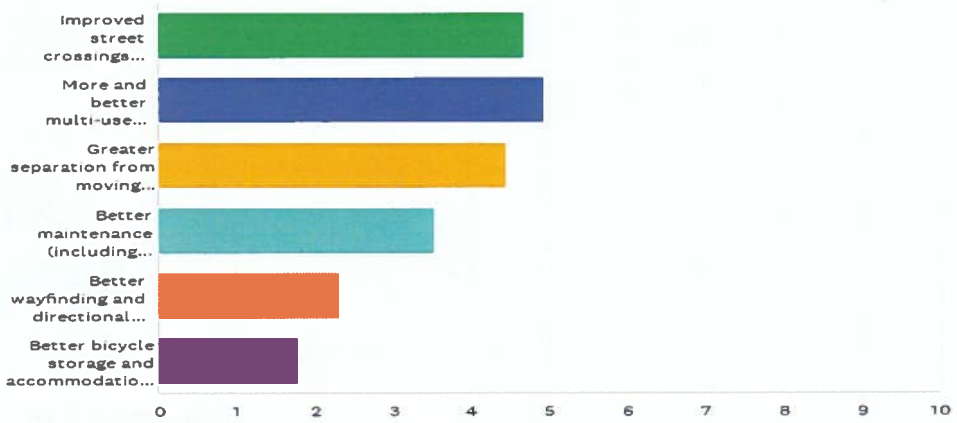
Q15: What type of riding facility do you prefer to use? (Pick the most preferred one.)

Answered: 61 Skipped: 12



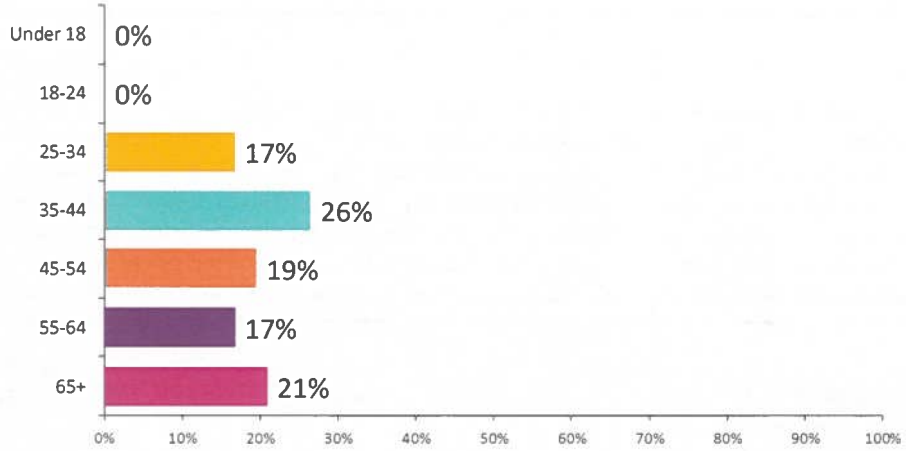
Q16: What physical improvements would encourage you to change the mode of travel to desired destinations from motorized to non-motorized? (Rank in order of priority.)

Answered: 67 Skipped: 6



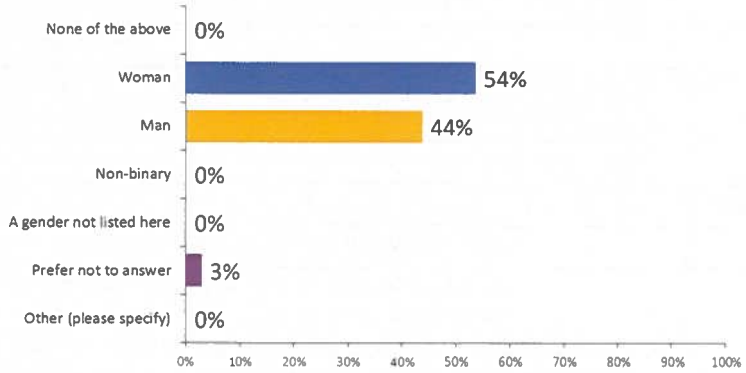
Q19: Please tell us your age.

Answered: 72 Skipped: 1



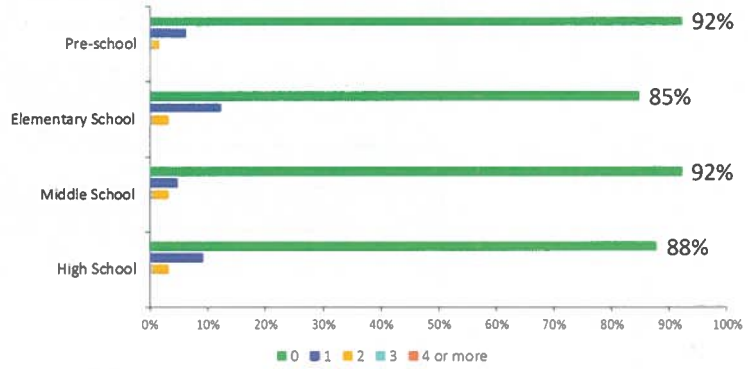
Q20: Which of the following options most closely aligns with your gender?

Answered: 71 Skipped: 2



Q21: How many school-aged children, by age, currently live in your household?

Answered: 68 Skipped: 5



QUESTIONNAIRE OPEN ENDED RESPONSE	
OPEN ENDED RESPONSES: What places within the Village of Peoria Heights would you like to be able to get to by using active transportation? What specific routes would you like to see improved or added? NOTE: If you would like to use a map to indicate desired destinations or route *(none submitted)* ***NOTE responses provided as submitted with no editing for clarity***	**OPEN ENDED RESPONSES:** **Please share any other comments you have below:**
Through downtown where all the restaurants are. It's too crowded.	
Parks	Fix the current cracked and broken up sidewalks
More expansion or side route connecting to rock island trail to north Peoria area.	
I would like to see a trail that would lead from below the hill up to Prospect or Grandview Drive.	
I'd like bike lanes somewhere.	
Better crossing for main roads especially rt 150 and prospect rd.	
Glen road needs work badly	NA
A path from Bielfeldt park to above the hill	
Glen, Lake and Prospect	
	Again, my ability to walk in the neighborhood is limited due to security issues, not mobility issues. I want more police presence and all the rentals to be addressed so I feel safe to walk alone in the mornings and evenings.
The sidewalks from E Glen Ave that connect to Prospect could use a revamp. The ones on the same side of the street as the library are narrower than the other side. There are also obstructions literally in the middle of the sidewalk including telephone poles that people I know have ran into on bikes. The sidewalk is very uneven right next to the rock island trail entrance. The sidewalks on Prospect next to the Mobil gas station and the lot in front of Trefzgers are also in desperate need of repair. As you go further down prospect towards the Starbucks, those sidewalks are also pretty narrow.	It would be nice to have a trail head for the Rock island trail in the Heights since the path has two exit points in the Heights. I would love to see the addition of more bike racks (if there even are any right now) throughout the Heights. I've had to wrap my bike lock around the poles in Heritage Square for safe keeping, which I'm sure the owner of wouldn't want to happen long term.

OPEN ENDED RESPONSES: What places within the Village of Peoria Heights would you like to be able to get to by using active transportation? What specific routes would you like to see improved or added? NOTE: If you would like to use a map to indicate desired destinations or route *(none submitted)* ***NOTE responses provided as submitted with no editing for clarity***	**OPEN ENDED RESPONSES: Please share any other comments you have below:**
na	During fair weather, I see and HEAR crotchrocket motorcycles attain speeds well above speed limit with accompanying screaming noise. If these morons were stopped and ticketed occasionally, the word might get out that going 60 mph down a residential street or Grandview Drive is not worth the thrill or whatever is motivating them.
Junction City	
None	
The streets in neighborhoods	
Restaurants and shopping	
	It is not feasible to add bike paths with no where to go. No destination. Too dangerous with people driving in excess of 70 mph while texting. Have lived off 29 for 30+ years. More dangerous than ever.
Sidewalks headed towards lake after Marietta. We walk to Bust'd Brewing and Yenis a lot from pour bros and the sidewalks are horrible.	
More shade trees when walking. Fix all the cracks and bumps in the sidewalks.	Years of construction on one of the houses near me...so many trucks and it is loud all the time. Also, all the cars in the street make it hard to maneuver.
Around prospect up to Knoxville.	Clear the obstacles from sidewalks and fine people for letting their animals roam. The main reason I don't ride/ walk is because of loose dogs.
Improve sidewalks and curbing all the way down N Prospect Rd, Peoria Heights side and both sides where shops and restaurants are.	
along Glen and Prospect	
Peoria Heights High School needs access from both directions without stairs	The school needs to prioritize ramp access. The high school is largely inaccessible

OPEN ENDED RESPONSES: What places within the Village of Peoria Heights would you like to be able to get to by using active transportation? What specific routes would you like to see improved or added? NOTE: If you would like to use a map to indicate desired destinations or route *(none submitted)* ***NOTE responses provided as submitted with no editing for clarity***	**OPEN ENDED RESPONSES: Please share any other comments you have below:**
	I live below the hill so I don't feel like much of this pertains to me as rt 29 is too dangerous to walk or ride a bike on. Plus there is nowhere close to ride or bike. Everything is up of the hill. Too steep to ride a bike up!
Below the Bluff	
Rock island trail to downtown Peoria Heights.	
Access from the Prospect trail head to the War Memorial business district.	
I used to live in the Forest Park Apartments and still have family there. I would really think a sidewalk along E Gardner Lane connecting N Galena Rd to Forest Park and the subsequent trails would be beneficial. I've seen many family and kids just riding bikes or walking to the Park from the area and they are forced to share a roadway with cars. Sometimes E Gardner Lane gets busy depending on the time of day. I think it would be a big benefit to the community and to Peoria Heights.	Thank you for having a survey like this available.
I don't Drink and I don't use Heights businesses. Not family oriented. I guess make it better for drunks to get home on bikes.	
Grandview Drive- Completion of sidewalk along the entire drive would be a worthwhile undertaking. This park attracts a large number of people on a daily basis walking, biking, etc. who must travel in the roadway for portions of their trip due to discontinuous sidewalks. Increased vehicle traffic, heightened speeds, and bad sun glare angles imperil these visitors during their time in the roadway.	
East Peoria, Galena Rd	
Larger Grand View Drive sidewalk/trail	
	Road diet in Prospect Rd to reduce travel lanes, add turn a left lane, add bike lanes, and potentially add more parking.

OPEN ENDED RESPONSES: What places within the Village of Peoria Heights would you like to be able to get to by using active transportation? What specific routes would you like to see improved or added? NOTE: If you would like to use a map to indicate desired destinations or route *(none submitted)* ***NOTE responses provided as submitted with no editing for clarity***	**OPEN ENDED RESPONSES: Please share any other comments you have below:**
I would like to see sidewalks added to the section of Grandview closest to Prospect. I'd also like to see a pedestrian crossing added at the intersection of Prospect and Grandview. I'd like to see separate, dedicated bike lanes added to Prospect through at least the business district area as it is very dangerous to bike through currently. I'd also like to see the sidewalks widened and street narrowed to one lane through the business district (Grandview to Lake). I'd like to see a dedicated bike lane added to both Lake and Glen. I'd like to see more enforcement of speed limits and stop signs in neighborhoods.	Thank you for working to make the Heights a safer and more enjoyable place to bike, walk, work, and live. This work is much appreciated.
I would love, as would my neighbors to have a way, an easy way, away from busy traffic to get from the neighborhood of Peoria Heights closest to War Memorial to the parks, both the one by the Stadium and Tower Park. It's choppy. There are so many areas where there is no way to avoid traffic (no sidewalks or roads too busy w cars) and none of us feel safe taking our kids on bike rides up to the park. Or scooter rides. And without the sidewalks, even walks! It's literally depressing. When I grew up in Marquette Heights IL, every single road had nice sidewalks, lots of street lights, wide streets, we all felt safe walking anywhere. To the general store, to the park, to school. I wish so badly we had a way to make not just some parts, but ALL parts of Peoria Heights that way. Our options for our kids neighborhood play are so limited without options to walk to the places we love to be. Or without options to safely walk.	
None	Don't put in bike lanes they won't get used and if they do they wont be used properly because all bikes I've seen do not actually obey traffic laws like they should.
I live down by the river it isn't possible to access the rest of the Heights. The hill is steep and dangerous to ride or walk. The other way towards war memorial is missing sidewalk and has safety issues being closer to Peoria	Pedestrians need to be more aware of car traffic rather than walking blindly into traffic downtown Peoria Heights. They need a traffic light. They are unable to use common sense.

OPEN ENDED RESPONSES: What places within the Village of Peoria Heights would you like to be able to get to by using active transportation? What specific routes would you like to see improved or added? NOTE: If you would like to use a map to indicate desired destinations or route *(none submitted)* ***NOTE responses provided as submitted with no editing for clarity***	**OPEN ENDED RESPONSES: Please share any other comments you have below:**
	This entire questionnaire is very confusing, non-cohesive. Make it clear if your seeking "walking" only or other modes are included i.e. wheelchair, motorized transportation scooter etc. Well educated person here and found this to be very sophomoric in verbiage and format.
What areas are being considered for those using wheelchairs or motorized scooters to enhance their ability to e enjoy the amenities of Peoria Heights?	There are Peoria Heights residents who do not access the trails etc because of age and mobility factors. Increasing walkability areas is a good issue but what about those for mobility issues? Will there be a different questionnaire for those with mobility issues to see what their needs are? How can they access and enjoy trails, etc.?
	As a jogger on N Prospect Rd, I notice the unevenness of sidewalks in many locations. I am able to use the Rock Island trail sometimes, I avoid using the trail in early morning or early evening because of safety concerns. My primary frustration is walking downtown and trying to cross over N Prospect. People pay no attention to speed no people standing at crosswalks.
Along prospect but so many window shoppers	
	The rock island trail is excellent. A+
I would like a walking/bike path on the Forest Park Drive hill. There is a nature center alongside the road, and I'd think it would be possible to create something there. Many people walk/bike with traffic, and it's very dangerous for both.	

PUBLIC OUTREACH COMMENT AND RESPONSE TABLE

Date	Input Type	Comment	Plan Response
5/9/24	Corridor Tour	Need connection to Illinois Riverfront up the bluff to the main part of the Village	Four options included in plan in order of feasibility - Natural surface trail from Biefeldt to Grandview (cooperation with Peoria Park District) - Roosevelt along public ROW - Gardner to Forest Park Drive - Gibson Pathway restoration
5/9/24	Corridor Tour	Crossing IL-29 at Polar Lane e and/or Al Fresco park	Bielfeldt Park connection from Poplar Lane shown as pilot for followup with IDOT
5/9/24	Corridor Tour	War Memorial crossing at Becks	Intersection safety priority noted for three crossings of War Memorial
5/9/24	Corridor Tour	Grandview Drive biking and walking safety	Extending sidewalk along North Grandview to Kingman (crossing Prospect); bike lane striping potential noted
5/9/24	Corridor Tour	Public schools campus needs improved pedestrian access	Pilot study for both Glen Avenue and trail between Toledo and RI GreenwayTrail connecting
5/9/24	Corridor Tour	Mass transit bus access	Bus routes identified as priority for accessibility improvements and connectivity
5/9/24	Corridor Tour	Bielfeldt access connection to Grandview	Trail corridor identified and field checked (coordination with Peoria Park District to advance trail development
5/9/24	Corridor Tour	Bielfeldt access to Terrace Drive housing	Trail corridor identified and field checked (coordination with Peoria Park District to advance trail development

6/21/24	email	On War Memorial and Monroe, on the north east corner sidewalk-curb near Beck's new service station, another curb appears to have been poured today with no handicapped ramp. It seems like new curbs don't have a default process to create ramps on a routine basis. I would like for this issue of not having an operational checklist that succeeds in putting ramps into all new or redone curb areas to be made effective asap. It's poor use of curbing resources to do a new curb and completely omit handicapped ramping installs. A third example of this lack, was no curb cut along the longest north, park edge curbing associated with the wonderful wheelchair-friendly park initiated by school kids in recent years.	Intersections noted in plans; pilot for Tower Park shown as priority to address curbing
6/27/24	Public Meeting	No sidewalks northeast of Rock Island GreenwayTrail Trail to Prospect	Sidewalks proposed on Euclid, Belmont Place, Bellevue, Kingman, Highland (with connection to RI Greenway Trail)
6/27/24	Public Meeting	Skinny sidewalk along N. Prospect North of Glen	no change included at this time as not reconstruction of Prospect is envisioned in the near future
6/27/24	Public Meeting	Example of eagle viewing tower in Chilicothe as an example of a destination worth biking to	Noted
6/27/24	Public Meeting	Stop light requested on IL 29	Part of IDOT work - no stop light proposed, but pedestrian and bicycle facilities incorporated including marked crossings at Poplar Lane and/or Al Fresco Park (TBD)
6/27/24	Public Meeting	Benches with trees (shade) requested (2 comments)	Peacemaking goal included in plan referencing benches and shade

6/27/24	Public Meeting	Bike Peoria trail rides every Thursday (rides posted on web site) incorporates history themes as part of ride	Noted
6/27/24	Public Meeting	Need curb ramp at War Memorial and Division (near Becks)	Noted and referenced in plan(Becks installed ramps on south side after public meeting)
6/27/24	Public Meeting	Paris - idea of multi-way boulevard shown in presentation could be appropriate here	Paris identified as "slow street" concept to provide parallel pedestrian/ bike route to War Memorial with access to retail and services
6/27/24	Public Meeting	Bypass traffic noted on Paris avoiding signals on War Memorial	Noted, slow street concept would address bypassing traffic with slower speed limits and pedestrian crossings (curb extensions, etc.)
6/27/24	Public Meeting	Lake/Boulevard child care center - noting truck bypass traffic avoiding War Memorial	Slow street concept on Lake/Illinois/Hines/Monroe block surrounding schools and day care would address cut through traffic and sidewalk proposed for Peoria Heights side of Boulevard
6/27/24	Public Meeting	10 families with children living on Division - sidewalks needed	Slow street concept noted for Division with sidewalks filling in gaps (would also address bypass traffic of War Memorial
10/22/24	Public Meeting	Glen Avenue cross-sections - preference for narrower lanes plus bike lanes (12 foot lanes are too wide)	Preference noted, and lane width reduced on option with wider median.
10/22/24	Public Meeting	Confirming Division sidewalk needs	Noted in plan
10/22/24	Public Meeting	Asked about potential for campsites along RI Greenway Trail	Noted- beyond scope of project
10/22/24	Public Meeting	Marietta/Prospect intersection trailhead - potential for signalized intersection with pedestrian priority phase	Shown on plans, but would require traffic analysis to determine if signal can be installed with pedestrian priority phase (may not be enough use, or could be provided on demand)
10/22/24	Public Meeting	Rock Island Greenway Trail connections - confirm connections at dog park, and other dead ends at trail	Connectivity to RI Greenway Trail included part of connectivity goal

10/22/24	Public Meeting (comment form)	Missing: signage, clearly marked, directional signs, bike rental & areas to lock bikes (both physical signs and QR Codes Priorities: 1) connectivity to school 2) Monroe 3) extension of sidewalks Other: Rental bike areas, well marked trails etc. w/suggestion about trails, roads, etc., designated areas to lock bikes while dining or shopping	Wayfinding added to project list; bike rental is a function of the market; bike storage noted with examples provided. Priorities noted Designated areas on Prospect should be addressed as part of streetscape (trailhead recommended at Marietta)
11/12/2024 12/5/24	emails/phone	Superintendent Heath concerned about trail behind schools (security, trail goes into bus yard, not supportive of trail access)	Trail corridor is adjusted to show primary trail between Toledo and RI Greenway Trail along former railroad siding with fencing; spur trail to school shown as future trail requiring coordination with School District (extensive support for trail corridor throughout planning process, but recognize security concerns. Leaving trail corridor in plan, but spur would only be built with School District support)

Appendix 2: Recommended Sidewalk Widths

Land Use Context	Minimum width	Optimal Width	Context/Buffer
Residential Neighborhood Street	five (5) feet	6 feet	Minimum 5-foot buffer between sidewalk and face of curb; street trees pruned up to 8' minimum branching height; 2' clear to any utility pole, sign post or street tree
Residential/ Neighborhood Major Collector or Minor Arterial (outside Village Commercial Core)	six (6) feet	8 feet (or alternately 5-foot sidewalk on one side and 10-foot separated shared use pathway on the other side)	Minimum 5-foot buffer between sidewalk and face of curb; street trees pruned up to 8' minimum branching height; 2' clear to any utility pole, sign post or street tree
Village Commercial Core	Pedestrian through zone (right) should be a minimum of eight (8) feet in the Village Core including Prospect and side streets (one block depth)	12' clear width for sidewalk through zone	No encroachments into sidewalk through zone from adjoining frontage and street furniture zones