



Peoria, Illinois

BIKE MASTER PLAN

December 2025



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Discover Peoria
Greater Peoria Economic Development Council

The Peoria Community

Transportation Commission

200+ members of the public who attended a bike audit, completed the online survey, and/or attended an open house

Table of Contents

Executive Summary	4
01: Project Overview	5
Plan Benefits	6
Plan Goals	7
Project Timeline	8
02: Existing Conditions.....	9
Existing Plans	10
Roadway and Safety Data.....	20
Existing Bike Infrastructure	26
Land Use & Natural Resources.....	36
Existing Biking Activity.....	40
03: Engagement.....	49
Online Survey	50
Bike Audits.....	53
Focus Groups	55
Public Open House #1.....	57
Public Open House #2 & Pop-Up Demonstration	61
04: Facility Scoring & Network Development	65
Bike Network.....	66
Future Bike Network Map.....	70
Project Prioritization	98
05: Implementation Guide	105
Street Typology Toolkit.....	106
Non-Infrastructure Plan.....	113
Grants and Funding Strategies.....	116
Appendix: Bike Network Maps	119

Executive Summary

This Bike Master Plan for the City of Peoria examines existing street conditions, biking conditions, and previously-completed plans that relate to biking, to establish the existing state of bicycling in Peoria. In-person and virtual community engagement opportunities were provided for community members to learn more about the project and share their concerns, desires, and perspectives on biking in Peoria.

Historically, due to funding constraints, Peoria has primarily relied on previously planned roadway reconstruction projects as opportunities to add and improve bike infrastructure. Stand-alone bike projects have generally been cost-prohibitive, which has resulted in the disjointed bike network Peoria has today. This plan will serve as a tool to leverage additional funding opportunities to help Peoria connect and expand its bike network throughout the city.

Through these existing conditions and engagement exercises, it was determined that while Peoria has made great strides over the past decade in improving biking in the city, there is room for improvement to make streets safer and more comfortable for people to bike on, and to provide greater connections so people can reach more destinations throughout the city and region without a car.

This plan proposes future bike connections of various types on streets throughout the city, to serve as a starting point for Peoria to explore funding and design of bike facilities in the coming years in a strategic manner, focusing on higher priority connections first. These proposed future bike projects are accompanied by nationally-recognized best practices regarding the design of bike facilities and related infrastructure and amenities, and includes some currently-available state and federal grant programs that could offer funding to assist the City in expanding its bike network.

While an overall long-term goal is for the city to build out as much of the future bike network as feasible, it is important to note that while proposed improvements have been evaluated at a high-level to fit the context of each specific corridor, these are not engineered projects. During the design phase of a particular project, the exact type and location of bike infrastructure and related street changes may need to deviate from what is proposed in this plan.

01

Project Overview

The City of Peoria is updating its 2016 Bicycle Master Plan to identify important routes for biking and prioritize improvements, to make Peoria a more bike-friendly city through safer, more comfortable, and convenient biking connections. A more bikeable community supports a higher quality of life for all residents.

This plan evaluates the existing bike network, identifies key missing pieces, and identifies proposed improvements, to help the city make informed project decisions for years to come.



Peoria, Illinois skyline

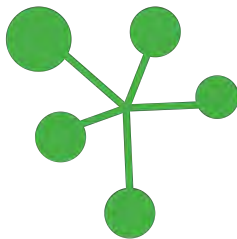
Plan Benefits

Numerous benefits can be outcomes of Peoria's 2025 Bicycle Master Plan. By following a plan and promoting biking in Peoria, the desire to bike and the option to bike will be expanded to more people throughout the city.



Health Benefits

Everyone can experience 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, medical resources, government services, restaurants and shopping, and entertainment venues makes it easier for residents to get to where they need and want to go without a car, which also decreases traffic congestion.



Economic Development and Tourism

A fully-connected bike network helps boost local tourism in Peoria, utilizing the city's civic and entertainment venues with its natural resources, which include its many parks and the scenery that the Illinois River Valley provides.



Safety Benefits

Improved biking infrastructure reduces crashes and fatalities, and improves safety for everyone who travels on Peoria's streets, including those who are not traveling by bike and may be walking, taking transit, or driving a car instead.

Plan Goals

The Peoria Bike Master Plan aims to create a succinct resource for the city to improve and identify bike-focused projects for the City of Peoria. This plan aims to achieve the following goals, in no particular order:

- 1** Identify gaps in existing network
- 2** Learn where the community wants and needs bike infrastructure
- 3** Propose future bike projects with clear prioritization
- 4** Provide street design guidance
- 5** Identify funding and implementation strategies
- 6** Identify opportunities for “small wins” to keep momentum for building the network
- 7** Improve bike safety, comfort, and connectivity

Project Timeline

Existing Conditions Analysis Spring 2025

Review existing plans and the existing bike network, Perform a facility mapping exercise and a network gap analysis. Evaluate the Bicycle Level of Traffic Stress on roadways and create a State of Bicycling in Peoria memo.

Community Engagement Spring/Summer 2025

Community events including open houses, pop-up demonstrations, and a bike audit. The first open house provides a space for public feedback on desired connections and safety concerns, with draft networks available for comment at the second open house.

Draft Plan Fall 2025

Incorporate best practices and existing network analysis, along with community and stakeholder feedback to draft an updated Bike Master Plan and review the draft with City staff.



Stakeholder Engagement Spring/Summer 2025

Meet with stakeholder groups who have unique needs regarding bicycling. Updates to the Transportation Commission will be given throughout 2025.

Project Prioritization Summer 2025

Network recommendations and a Street Design Toolkit will be made, as well as proposed bike facility scorings and project prioritization.

Final Plan Winter 2025

Revise and finalize the updated Bike Master Plan with the City. The City will use the plan to identify bike infrastructure needed on proposed road projects and to look for funding for high priority projects.

02

Existing Conditions

This chapter provides a comprehensive snapshot of the current transportation network, infrastructure, and travel behaviors within Peoria. 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.



Peoria City Hall

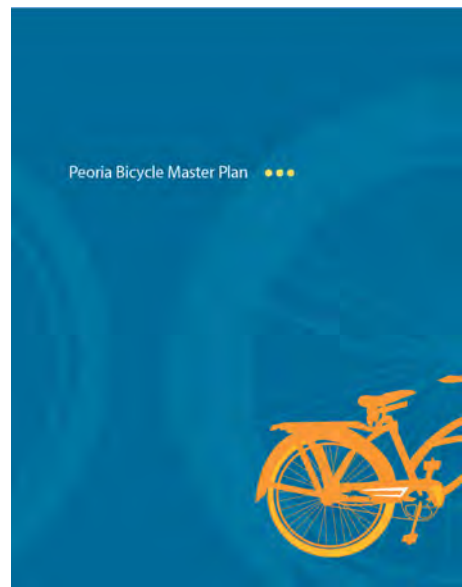
Existing Plans

Building off previously completed plans for Peoria and the Peoria region that have relevance to biking helps this plan by utilizing and combining past work to shape the future. Further, understanding this is not the first plan that specifically addresses biking in Peoria is critical to not dismiss past work and instead, use past plans as building blocks and assets. An in-depth summary of the 2016 Bicycle Master Plan is accompanied by summaries of numerous other relevant existing plans in this chapter.

2016 Bicycle Master Plan

The 2016 Peoria Bicycle Connectivity Master Plan aims to enhance bicycling infrastructure, safety, and accessibility in Peoria. It envisions a connected network supporting all riders, promoting multi-modal mobility, public health, and environmental benefits. The plan builds on previous efforts, integrating best practices to make bicycling a viable transportation mode, reduce automobile dependency, and improve connectivity between neighborhoods, commercial districts, and recreational areas. Key principles include engineering safe facilities, educating bicyclists and motorists, encouraging bicycle use, enforcing traffic laws, and evaluating infrastructure effectiveness.

The plan identifies existing barriers such as gaps in connectivity, safety concerns, and lack of signage, while highlighting opportunities for economic development. It proposes a citywide network with bike lanes, multi-use trails, bike boulevards, and intersection enhancements. Programs include education, encouragement strategies, and enforcement measures. The implementation strategy outlines project prioritization, funding sources, stakeholder collaboration, and performance monitoring to ensure progress. The plan emphasizes incorporating bicycle-friendly elements into existing projects to maximize impact.



The network maps directly from the 2016 Bike Plan are included on the following pages.

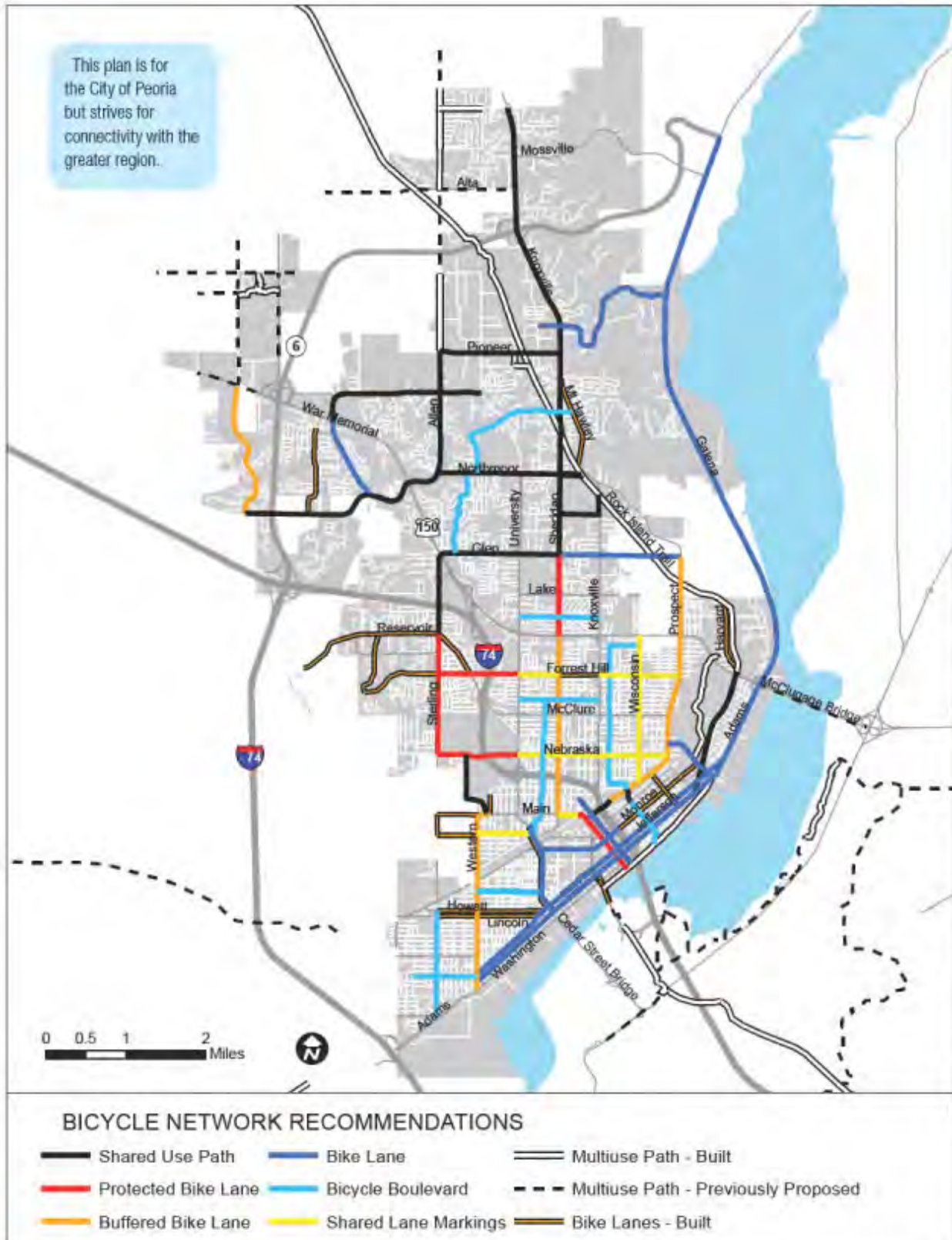
Projects Completed from 2016 List of Recommendations

- Sheridan Road bike lanes from I-74 to McClure (High priority)
- Adams Street & Jefferson Avenue bike lanes from Persimmon to Kumpf (complete) and I-74 (in progress) (High)
- Northmoor Road path from Allen to Knoxville (High)
- Western Avenue buffered bike lanes (High)
- Forrest Hill Avenue bike lanes from Sterling to University (Medium)
- Glen Avenue path from Sheridan to Knoxville (Medium)
- Big Hollow Road bike lanes from Partridge to Vinton (Low)
- Wisconsin Avenue path from Kansas to McClure (Low)

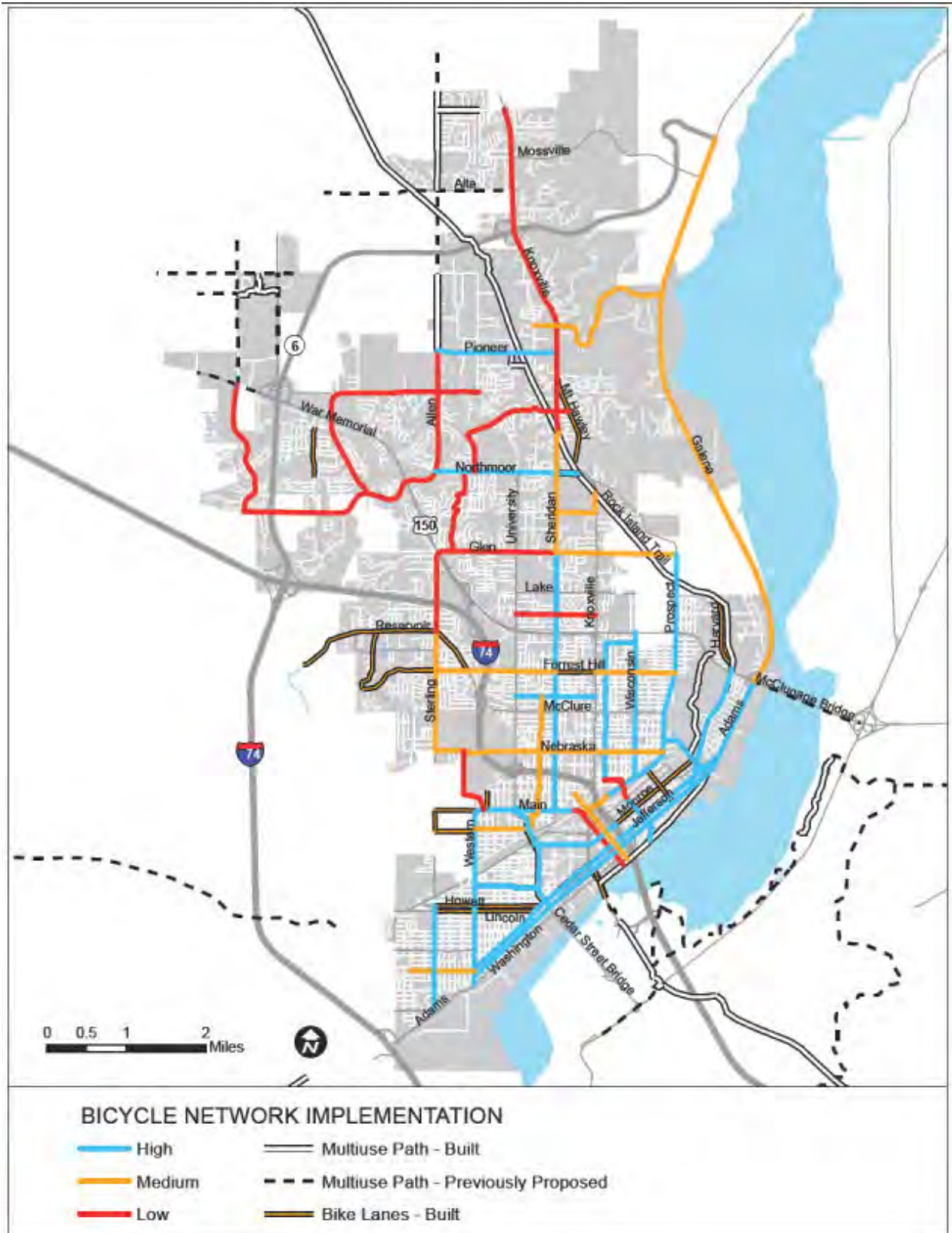
Projects Not Completed from 2016 List of Recommendations

- Prospect Road (High priority)
- Romeo B Garrett Avenue (High)
- Pioneer Parkway (High)
- Adams Street/Jefferson Avenue outside of downtown/Warehouse District, and Galena Road (High/Medium)
- Main Street (High/Low)
- Sheridan Road north of McClure (High/Low)
- Nebraska Avenue (Medium)
- Sterling Avenue (Medium/Low)
- Glen Avenue (Low)
- Orange Prairie Road (Low)
- Allen Road (Low)
- Knoxville Avenue (Low)
- Willow Knolls Drive (Low)
- Park Road/Farmington Road (Low)

Future Bike Network Map from 2016 Bike Plan



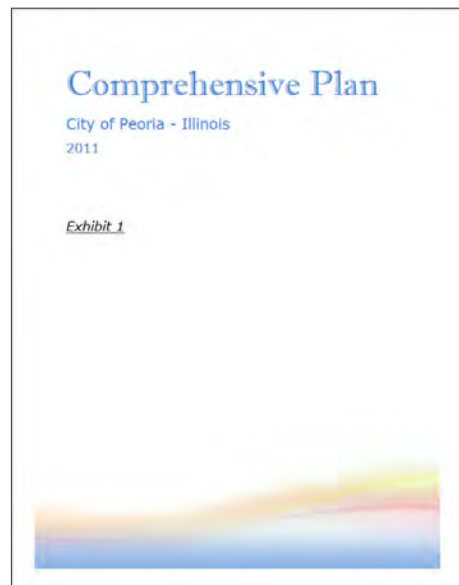
Prioritization Map from 2016 Bike Plan



2011 City of Peoria Comprehensive Plan

The City of Peoria Comprehensive Plan outlines a long-term vision for the city's growth, focusing on sustainable urban development, multimodal transportation, and equitable access to public spaces. It promotes compact, mixed-use development to enhance walkability and bikeability, and encourages the revitalization of existing neighborhoods. The plan supports multimodal transportation but lacks specific prioritization for bicycle infrastructure. While it supports "Complete Streets" policies, it lacks a detailed strategy for integrating bicycle facilities into the overall transportation network and does not include a citywide bike network map or a prioritization process for bike-related projects.

The plan aligns economic development and revitalization efforts with improved biking conditions by encouraging mixed-use, walkable corridors. However, it does not specify bicycle accessibility in redevelopment efforts or mention the economic benefits of bicycling. The emphasis on green infrastructure could support bike trails and multi-use paths, but there is no explicit requirement to integrate bike facilities into stormwater and road infrastructure investments. While the plan prioritizes parks, trails, and recreational opportunities, it does not address bicycle parking, bike-share programs, or incentives for biking as a primary transportation mode. The bicycle master plan must align with the comprehensive plan's transportation goals to ensure a balanced, multimodal network that supports economic development and neighborhood connectivity.



2017 Heart of Illinois Regional Bicycle Plan

The Heart of Illinois Regional Bicycle Plan, known as “Bike Connect HOI,” aims to create a seamless network of bicycle facilities across Peoria, Tazewell, and Woodford counties. Developed by the Tri-County Regional Planning Commission, the plan emphasizes regional collaboration, safety improvements, and increased accessibility. It proposes a comprehensive network of bicycle routes that interlink communities within the Tri-County area, including planned improvements on streets like Sheridan Road, Adams Street/Jefferson Avenue, Western Avenue, and Romeo B Garret Avenue in Peoria, as well as extending the Rock Island Trail south to the Riverfront Trail. The plan addresses existing gaps in connectivity to ensure seamless travel for bicyclists across municipal boundaries.

Bike Connect HOI also promotes bicycle-friendly policies and programs, recommending educational initiatives to raise awareness about bicycle safety and benefits, and advocating for policy changes to support bicycling as a viable mode of transportation. It includes infrastructure improvements such as developing on-road facilities like bike lanes and shared lanes, and establishing off-road facilities like multi-use trails and greenways.

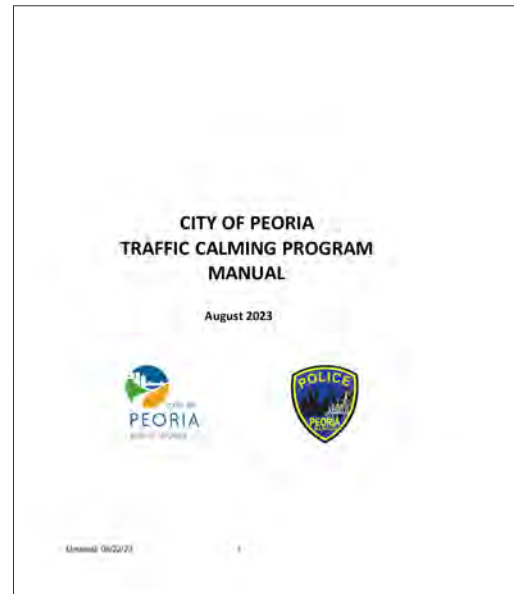
Additionally, the plan encourages local governments to adopt Complete Streets policies and implement educational programs targeting both bicyclists and motorists. Regular bicycle usage and crash data analyses are conducted to identify trends and inform future planning efforts. The plan complements Peoria's Bicycle Connectivity Master Plan by extending the focus to a regional scale, ensuring effective integration of Peoria's urban bicycle network with neighboring areas to promote regional mobility.



2023 Peoria Traffic Calming Program Manual

The 2023 Traffic Calming Program Manual for Peoria aims to enhance neighborhood safety and livability by implementing various traffic calming measures. These strategies are designed to reduce vehicle speeds, decrease traffic volumes, and improve conditions for non-motorized users, creating safer and more pleasant community environments. The manual categorizes traffic calming measures into four levels, each with specific applications and effectiveness depending on the street design and context.

- Level 1 measures include education and enforcement, such as police enforcement and temporary electronic speed feedback signs.
- Level 2 involves striping modifications like bike lanes, sharrows, and marked crosswalks.
- Level 3 includes retrofit measures such as permanent speed feedback signs, speed humps, and traffic circles.
- Level 4 encompasses major engineering design changes like road diets, roundabouts, and raised intersections.



These strategies are crucial for creating safer conditions for people biking, and the bicycle master plan should consider implementing these measures, especially in school zones and residential neighborhoods, to enhance bicyclist safety.

2017 Downtown Streetscape Master Plan

The Downtown Streetscape Master Plan aims to enhance public spaces and transportation infrastructure in downtown Peoria, focusing on pedestrian walkways, bicycle lanes, landscaping, lighting, and public transit amenities. By adopting a "Complete Streets" approach, the plan ensures that streets are designed to accommodate all users, including pedestrians, bicyclists, motorists, and public transit riders. It proposes dedicated bicycle lanes on Adams, Jefferson, Main, and Hamilton streets, as well as sharrows on Harrison and Hamilton. The conversion of Adams and Jefferson streets from one-way to two-way, with painted bike lanes, is expected to be completed by 2026. However, the plan does not address bike comfort or right-sizing downtown streets with bike infrastructure.

The plan also emphasizes improving pedestrian pathways and expanding open spaces, such as parks and plazas, to encourage walking and community engagement. Coordination with this plan will help enhance multimodal access and promote bicycle use in the city center. It aligns closely with the goals of the Bicycle Connectivity Master Plan by integrating dedicated bike lanes and facilities into the downtown streetscape, promoting safe and convenient biking. This integration supports the creation of a vibrant and accessible urban core, fostering a more connected and engaged community.



2020 Peoria Thoroughfare Plan

The Peoria Thoroughfare Plan categorizes roadways based on their function, including arterials, collectors, and local streets, and establishes design standards for future improvements. It informs decisions on roadway expansions, lane configurations, and traffic flow to support efficient transportation across the region. The plan classifies roadways into freeways and expressways for long-distance travel, principal and minor arterials for significant intra-city travel, and collector streets that balance accessibility and mobility by funneling traffic from local streets to the arterial network. It also identifies potential expansions and enhancements to address anticipated growth and improve connectivity between emerging developments and existing urban areas.

The plan integrates with other planning initiatives like the Comprehensive Plan, Complete Streets Plan, and Bicycle Master Plan to ensure a cohesive approach to transportation infrastructure. It considers land use patterns, environmental sustainability, and community development goals. For the bicycle master plan, identifying corridors where bicycle infrastructure can be safely integrated without compromising traffic flow or safety is crucial. This includes designated bicycle routes, intersection improvements to enhance bicyclist safety and accessibility, and policy support to promote multimodal transportation options, ensuring cycling is integrated into the broader transportation network.

Peoria Community Investment Plan

The Peoria Community Investment Plan (CIP) outlines planned infrastructure investments over a multi-year period, focusing on infrastructure construction, maintenance, and multimodal transportation projects, and where the city requests to use funds. Capital improvements provides a breakdown of the capital items relative to fiscal year 2024 and a summary of potential capital items to be purchased within the next five years. It serves as the primary funding coordination mechanism for public infrastructure improvements, with two-year planned projects and annual budgeting for various roadway and infrastructure projects. The CIP integrates multimodal improvements into scheduled projects and prioritizes them based on need and funding availability. However, most identified projects are not significant standalone bike projects, with the notable exception of the Rock Island State Trail Project, which includes multi-use paths.

The updated bicycle master plan should be used during the CIP process to coordinate projects to help implement the future bike network, and align bicycle infrastructure projects with scheduled roadway improvements. By integrating bicycle facilities into ongoing infrastructure projects, costs can be reduced and implementation streamlined. This approach ensures that bicycle infrastructure is considered in the broader context of city planning and development, promoting a more connected and bike-friendly urban environment.

2015 Peoria Complete Streets Manual

The Peoria Complete Streets Manual, adopted in 2015, provides comprehensive guidelines for designing streets that accommodate all users, including pedestrians, bicyclists, and transit riders. It emphasizes integrating Complete Streets principles at each phase of city-managed projects, from initiation and funding to design, construction, and maintenance. The manual includes a detailed design guide for documenting existing conditions, understanding demand, determining context, establishing modal hierarchy, and designing streets that cater to all users. It encourages context-sensitive solutions, ensuring that each street's design reflects its surrounding environment and user needs. Additionally, project checklists help systematically address Complete Streets considerations throughout project development, while community engagement strategies foster transparency and ensure projects meet local needs.

The manual discusses future considerations such as equitable budgeting practices, review processes, and performance metrics to continually assess and improve the effectiveness of Complete Streets initiatives. It directly supports the goals of the bicycle master plan by promoting the inclusion of quality bicycle facilities, such as sidepaths, trails, on-street bikeways, bike parking, and intersection treatments. It advocates for designs that enhance safety and accessibility for bicyclists, including continuous sidewalks, frequent and clearly marked crossings, and adequate lighting. By establishing a policy environment that mandates the consideration of all users in transportation projects, the manual institutionalizes the development of bicycle-friendly infrastructure. The bicycle master plan should reinforce and expand upon the Complete Streets approach, recommending updates or refinements based on current best practices to ensure bicycle-friendly design is incorporated into all relevant roadway projects.



Roadway and Safety Data

Analyzing roadway and safety data is a significant input in evaluating the current state of bicycling in Peoria, as this data helps identify areas with problems, areas currently working well, limiting factors, and areas to prioritize expansion and improvement of the biking network. Without an understanding of the location of existing bike infrastructure, where crashes are occurring, and stress levels of biking along a particular street, effective identification and prioritization of improvements cannot be successful.

Functional Classification

Functional classification is a roadway design framework that establishes how a street or road serves vehicles and situates a roadway's purpose within a network of automobile transportation. This classification helps determine design standards and system priorities. This plan focuses on all collector and arterial roadways in Peoria.

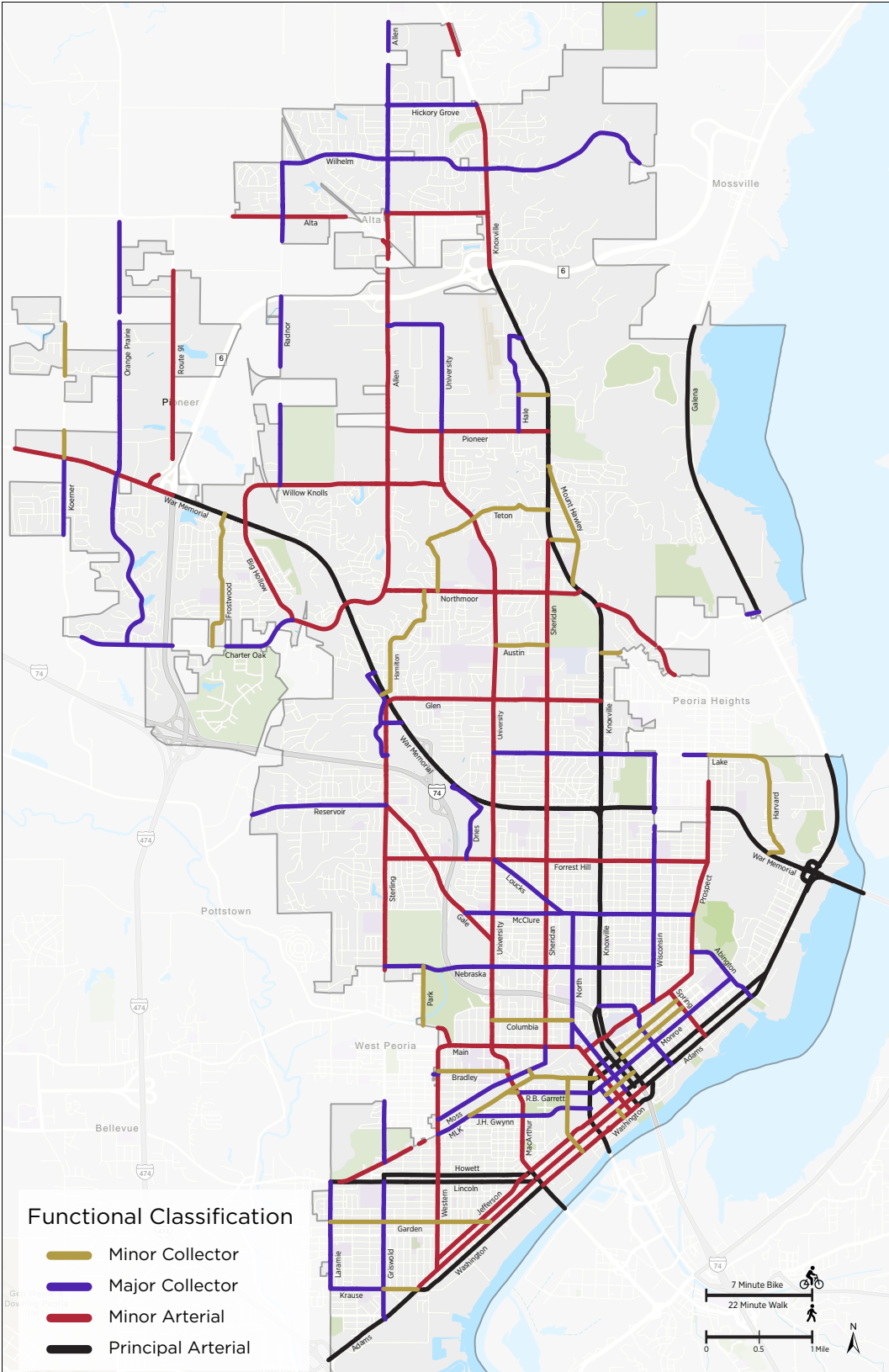
Arterial roadways are usually designed to move people and goods over longer distances at higher speeds, with less access points to side streets, such as collector and local roads. The intention is for these roadways to carry a large volume of traffic between larger, primary destinations, like serving 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 are meant to serve lower volumes of traffic at lower speeds. These streets typically have more driveways and serve primary local streets and not long distances across town.

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 Map

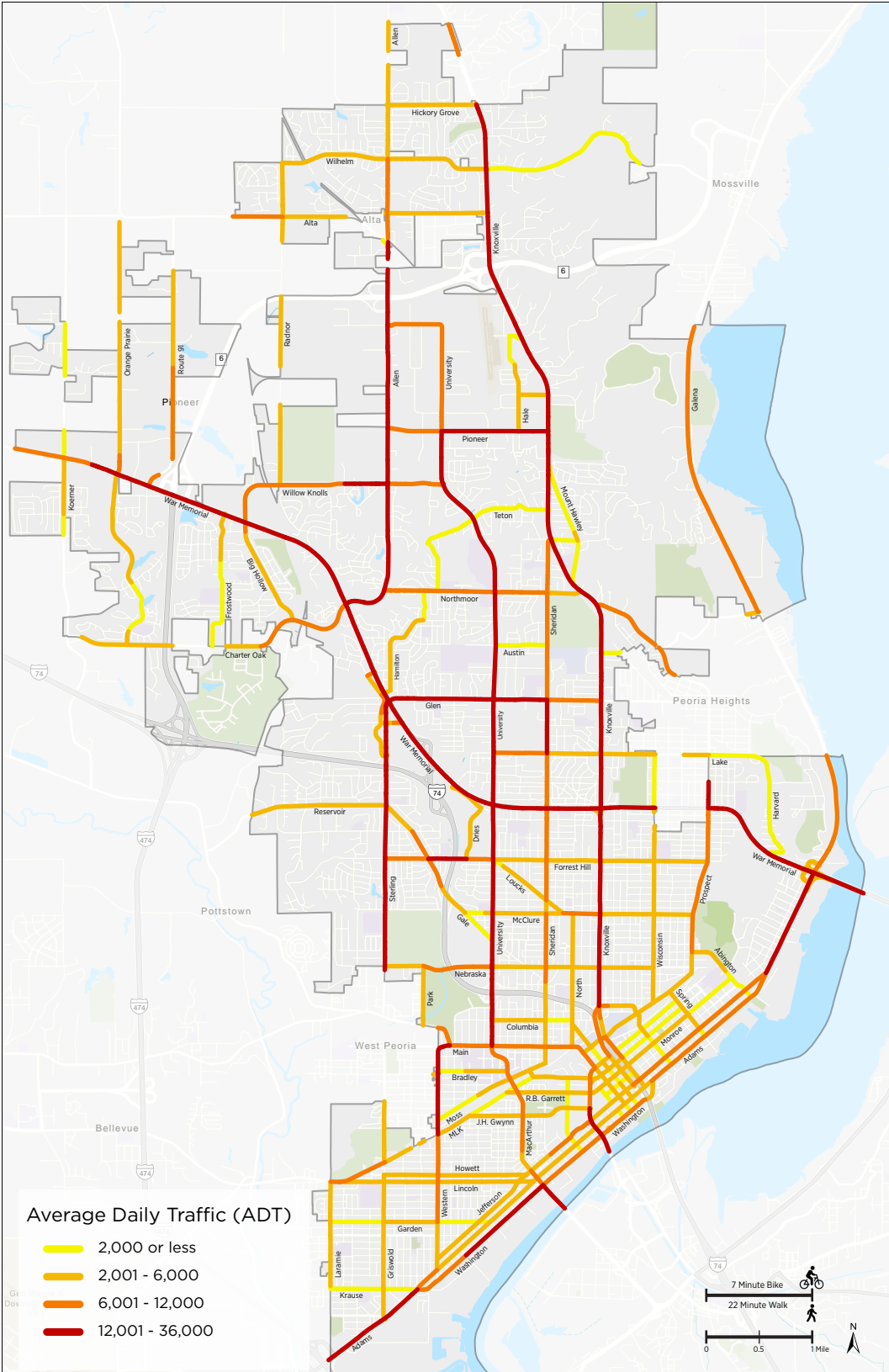


Average Daily Traffic

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 and trucks.

ADT is also 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 people's choice to walk or bike.

Average Daily Traffic (ADT) Map



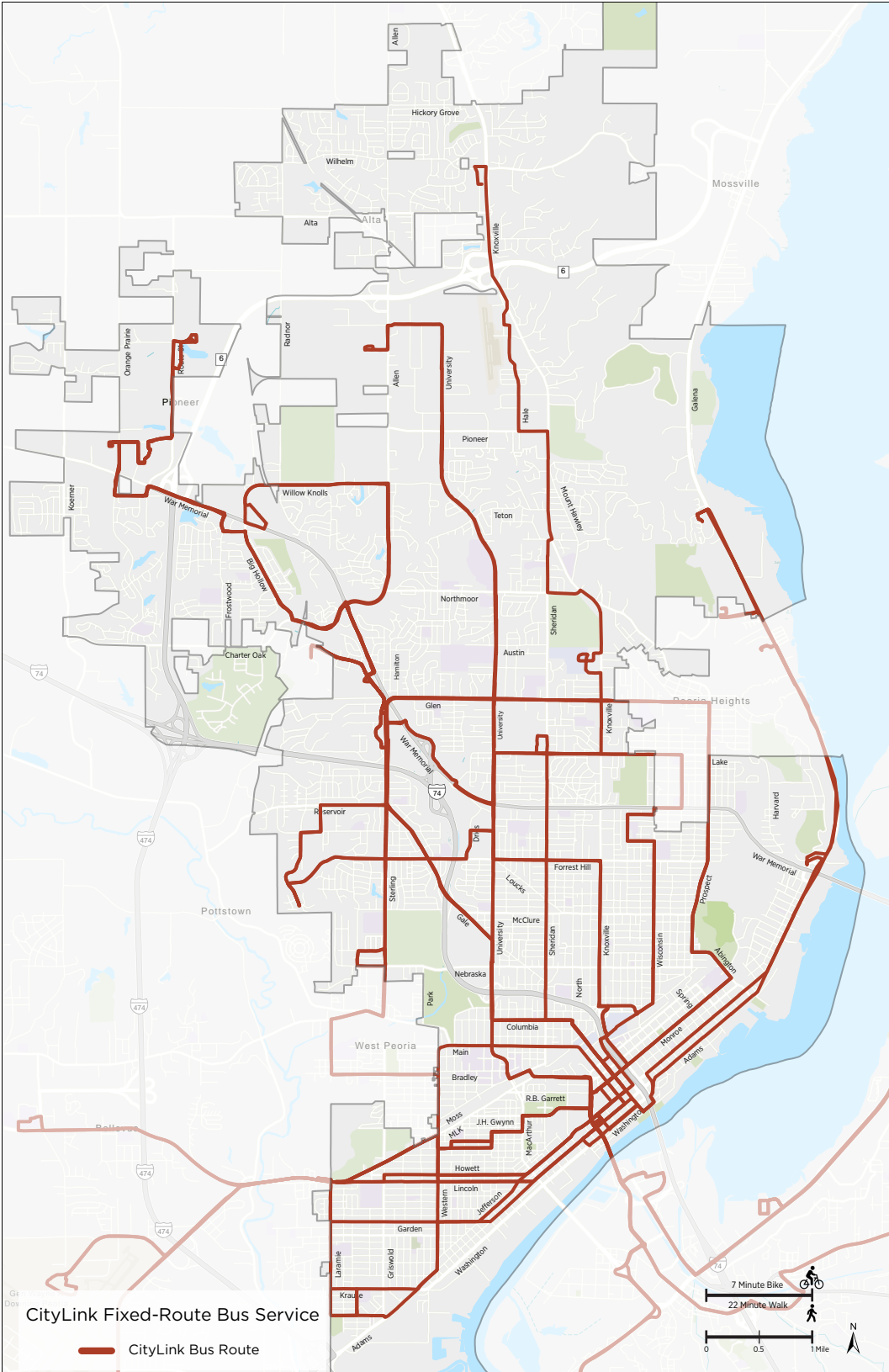
Public Transit - CityLink

Incorporating public transit routes into planning for future active transportation is key to serve last-mile trip connections. While someone might take public transit to reach a destination, they likely still have to walk or bike to and from the bus stop to their actual starting and ending point.

As CityLink buses can accommodate bikes on a bus's bike rack, providing improved bike connections to bus stops in strategic locations can help complement a bike network by indirectly expanding the bike network.

CityLink is operated by the Greater Peoria Mass Transit District (GPMTD), an entity separate from the city of Peoria. As such, the city does not have direct control over where CityLink bus routes or stops are located, and any potential adjustments must be coordinated with GPMTD.

CityLink Fixed-Route Bus Service Map



Existing Bike Infrastructure

Understanding where existing bike infrastructure is located and the type of bike infrastructure (bike lanes, separated bike lanes, a multi-use path, or trail) is critical to evaluate where future improvements should be completed to create a fully connected bike network in Peoria. In recent years, Peoria has constructed new bike lanes and multi-use paths in several areas of the city. As the city is currently building out a network, it is currently disconnected, with numerous segments of newer bike infrastructure that do not connect to a broader network or important destinations. The city currently works to add bike infrastructure to existing road projects where available right-of-way (ROW) space exists. Due to funding constraints, standalone significant bike projects are difficult to deliver, which results in the city focusing on where bike facilities can be added in existing road projects. This is what has led to disconnected facilities.

Gap Analysis

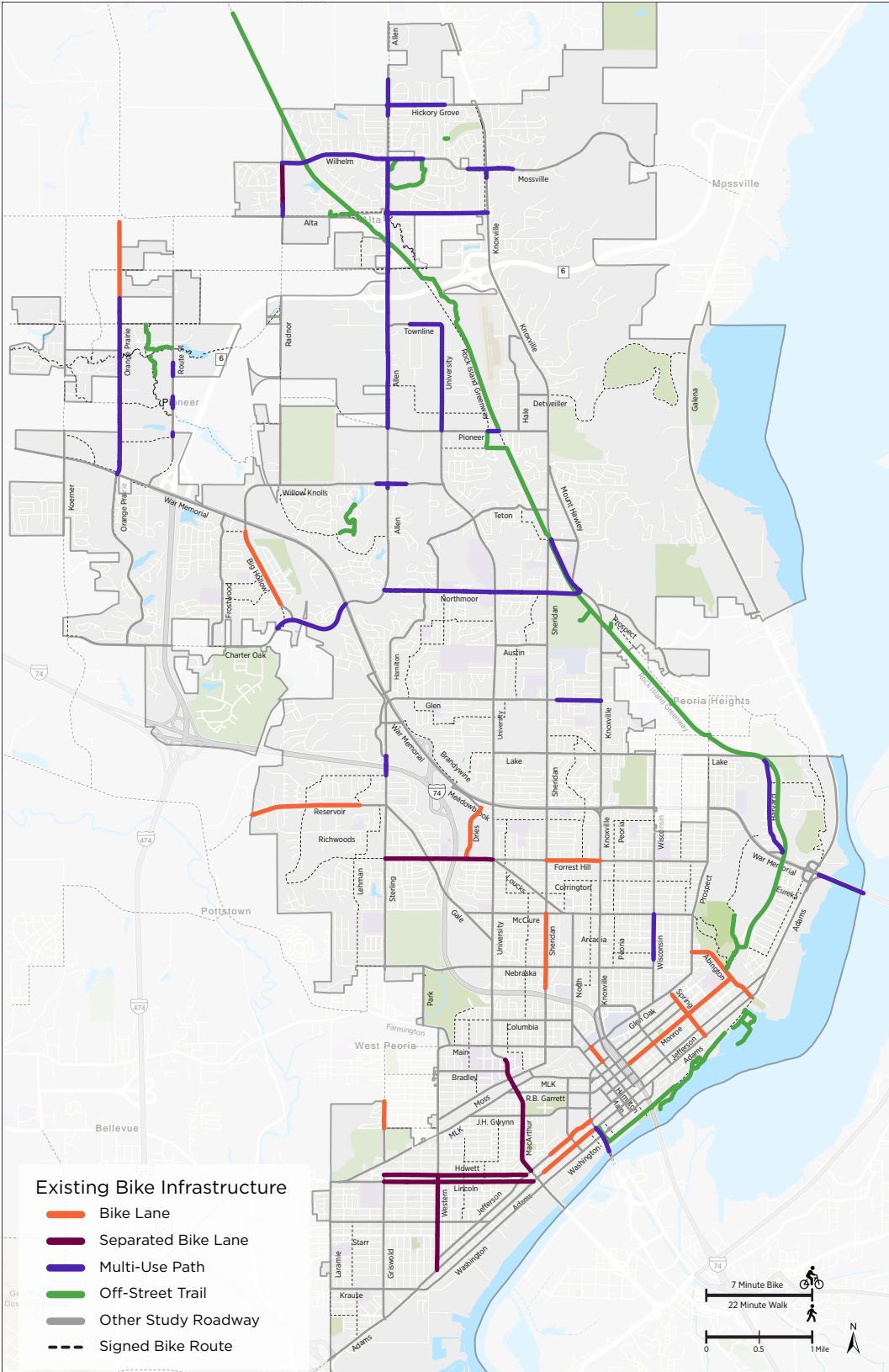
As part of the analysis of the existing bike network, a gap analysis was completed to identify key segments that are missing in the city's bike network that could serve as vital connectors. Existing biking activity, length and difficulty of constructing the connection, and role of connectivity in the broader bike network were all considered in the gap analysis. Key cross-town north-south and east-west connections like Sheridan Road and Forrest Hill Avenue, respectively, were identified, as these corridors currently have sections with existing bike infrastructure, and are already being heavily used by people biking.

Smaller gaps were also identified, such as:

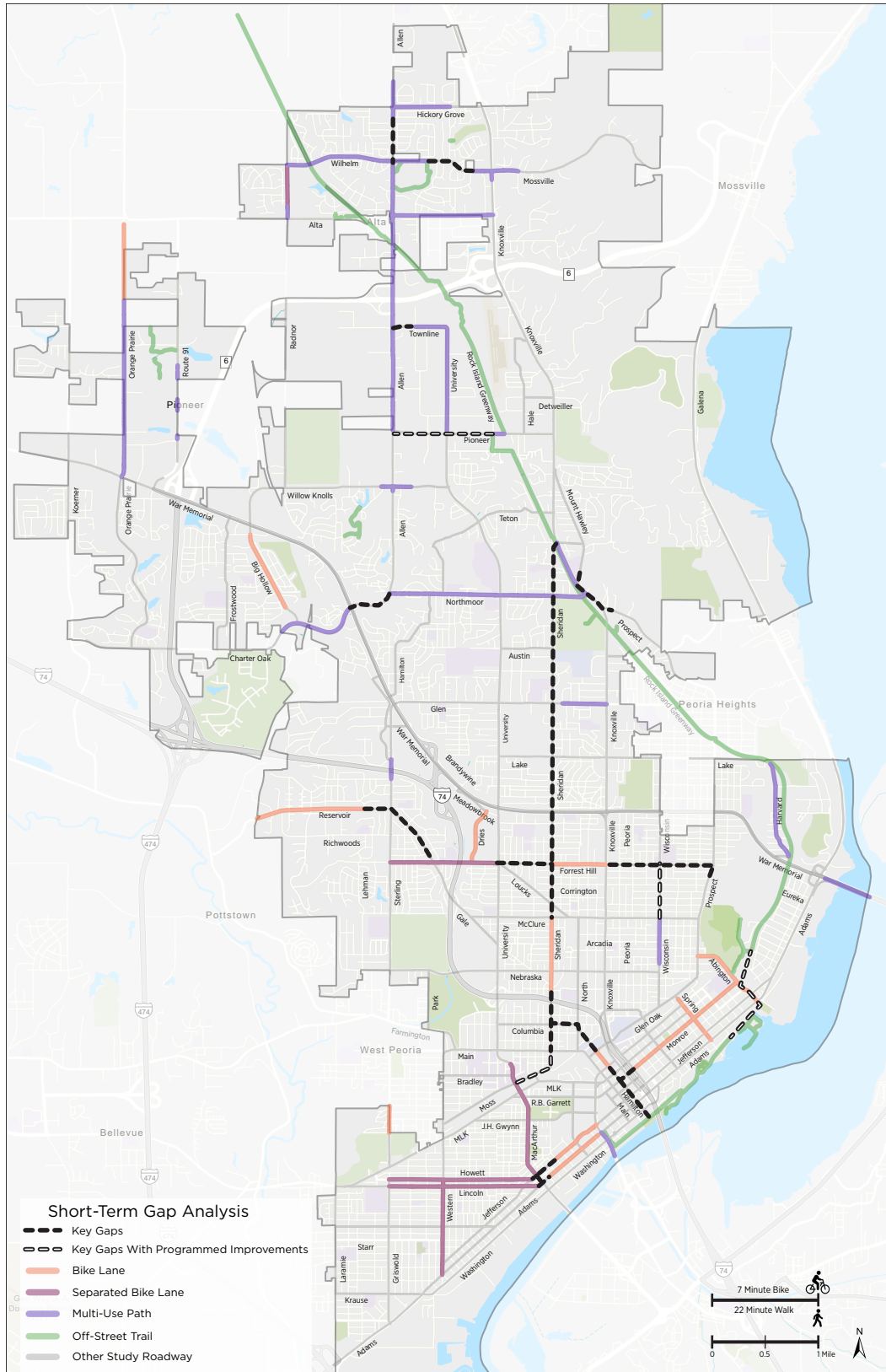
- Fully connecting the existing Rock Island Greenway to the riverfront via a separated path near Abington Street
- Connecting the existing path along University Street from Pioneer Parkway to Townline Road to both the Allen Road path and Rock Island Greenway
- Connecting the existing bike lanes along Lincoln and Howett to the bike lanes on Adams and Jefferson

This gap analysis helps as a starting point to identify potential higher-priority bike connections that should be completed in the near future. These projects will be prioritized along with other identified future routes in the future biking network section of this plan. This gap analysis map is by no means the final comprehensive future biking network.

Existing Bike Infrastructure Map



Gap Analysis Map



Bicycle Level of Traffic Stress

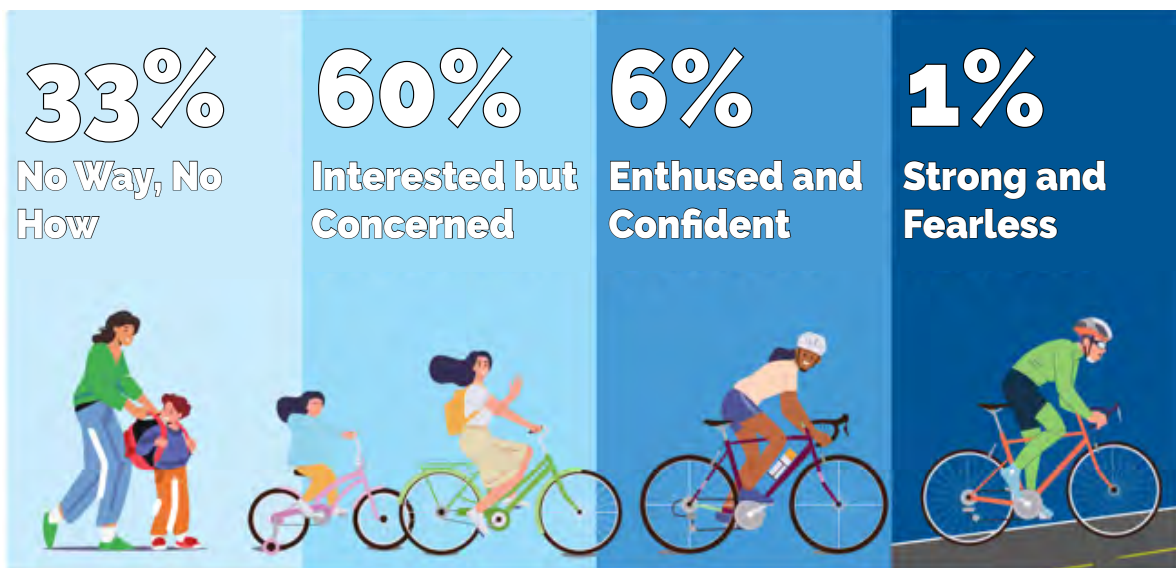
Bicycle Level of Traffic Stress (BLTS or LTS) is an analysis used to evaluate how it feels to ride a bike on a particular roadway. BLTS is based on important factors like street width, posted speed limit, ADT, and presence and characteristics of any bike infrastructure along the roadway.

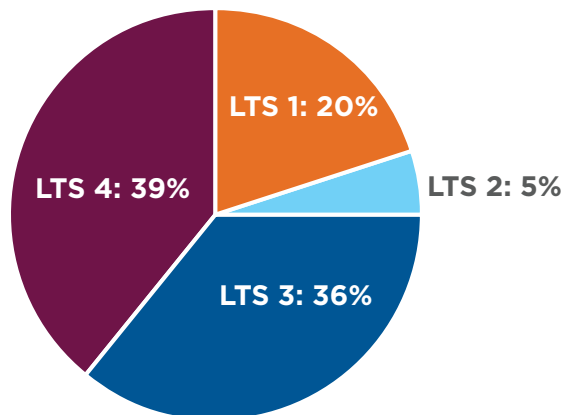
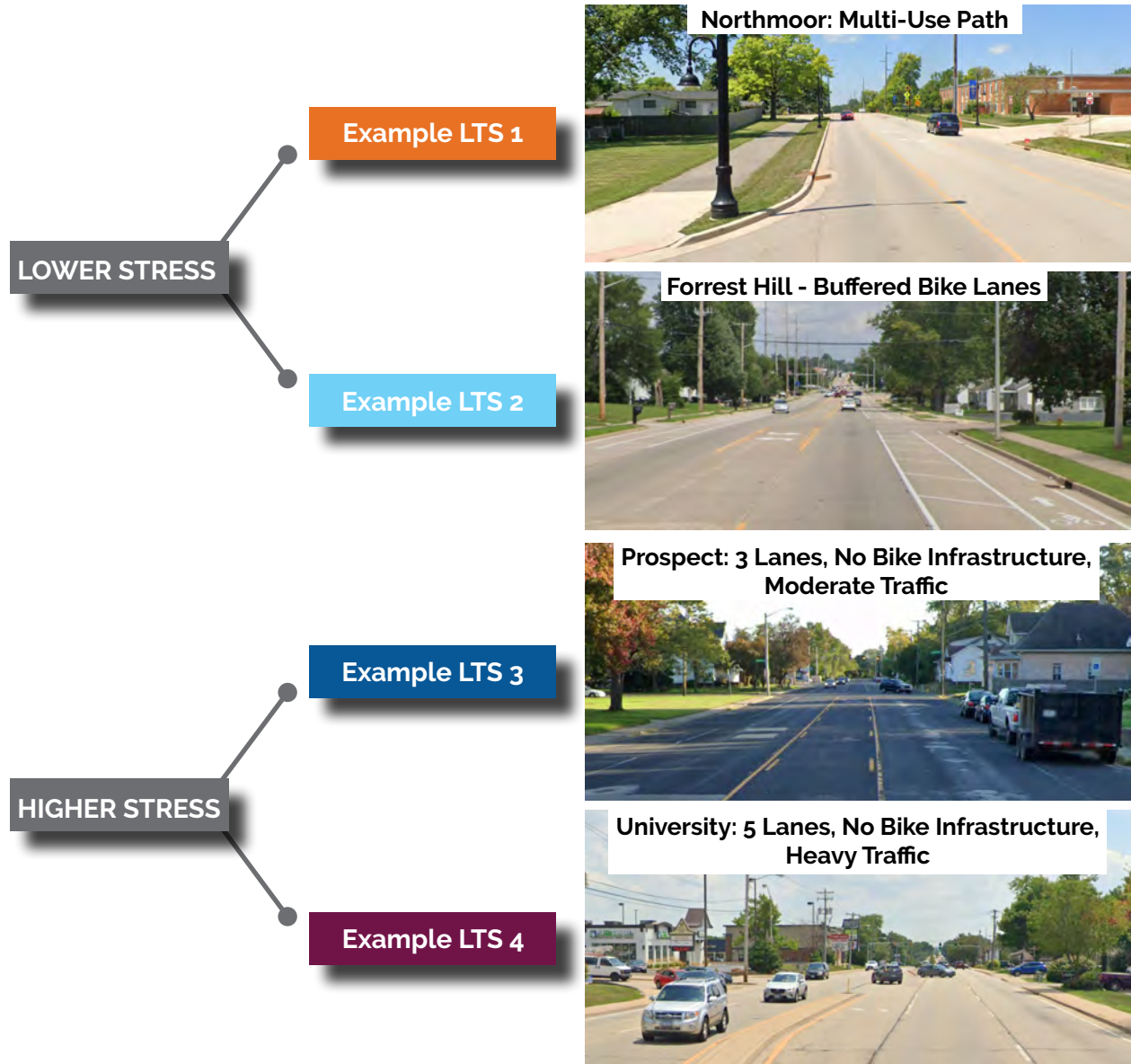
LTS ranges from 1 (least stressful) to 4 (most stressful). LTS 1 is a very comfortable place to ride a bike, even for children or elderly adults. LTS 4 is a very stressful place to ride a bike; only highly experienced road cyclists may feel comfortable here. BLTS can also describe a user's stress tolerance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

In Peoria, LTS was evaluated for all collectors and arterials; the majority (75%) are considered high-stress, with 36% evaluated as LTS 3 and 39% as LTS 4. 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).

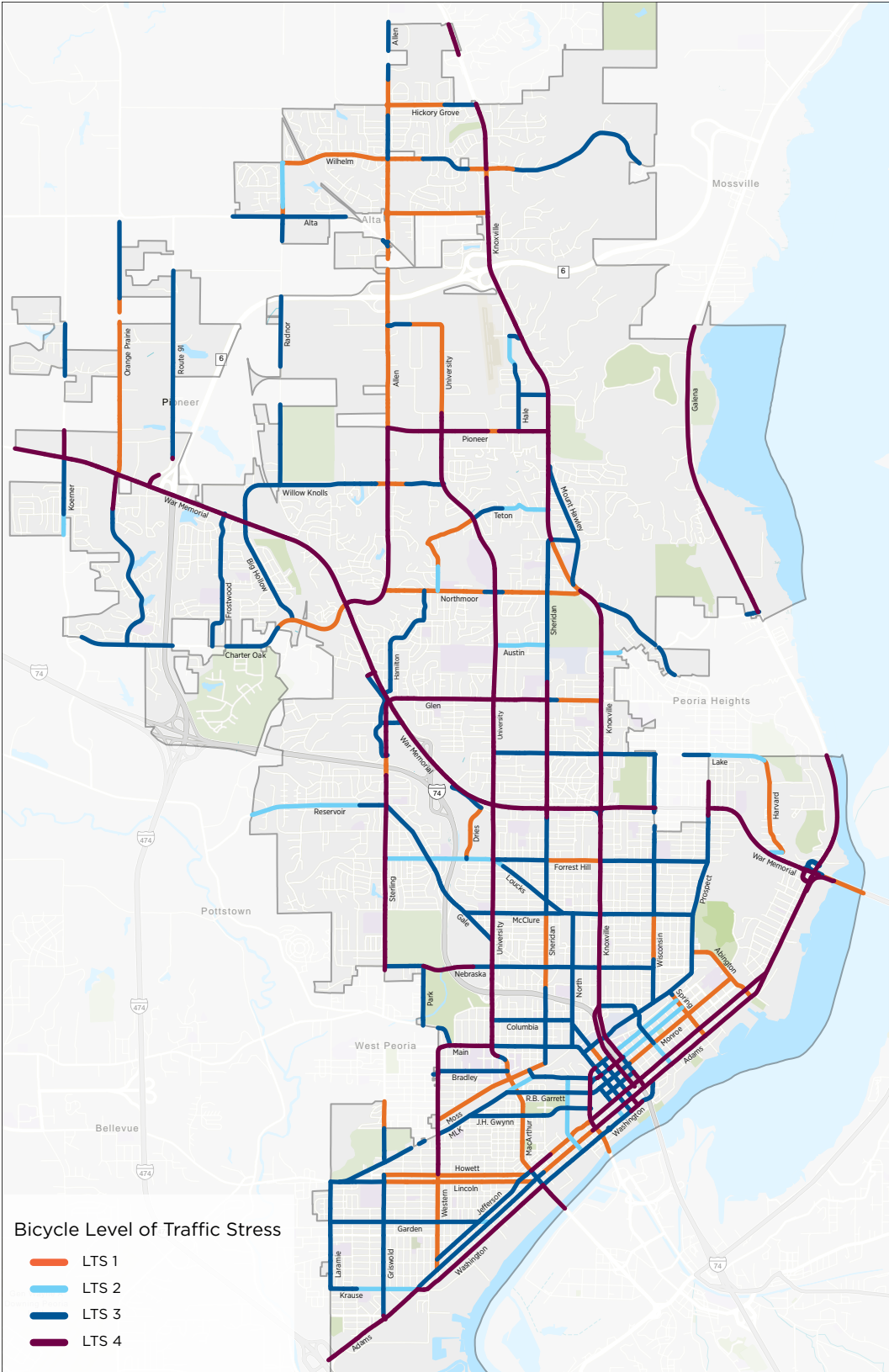
The majority of the population would feel comfortable using a bike network if they are able to bike and reach meaningful destinations while only using LTS 1 and 2 facilities, while avoiding LTS 3 and 4 facilities.





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

Bike Level of Traffic Stress (BLTS) Map



Bicycle Crashes and High Injury Network

Bicycle and Pedestrian Crashes

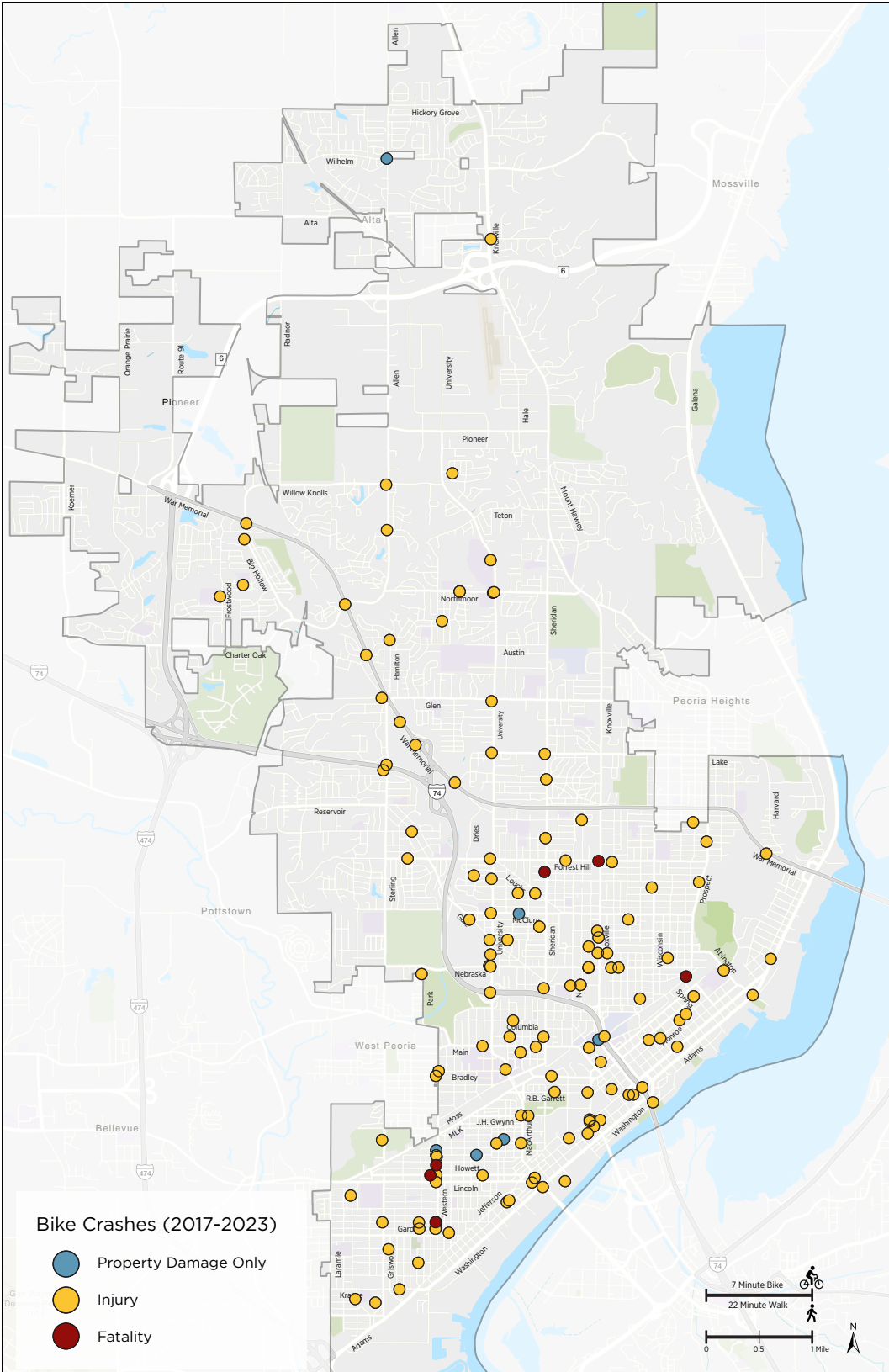
The maps in this section show the bicycle and pedestrian crash locations that were logged by police from 2017-2023. Crashes involving people walking or biking tend to have much higher rates of serious injury and death when compared to crashes that only involve automobiles, due to the lack of physical protection that exist for people walking or biking. While this plan is focused on improving biking conditions, understanding where crashes involving people walking are occurring can further help identify key areas with safety concerns for users outside of a car, bicyclists included. Additionally, some types of bike infrastructure, such as multi-use paths, also improve conditions for people walking.

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.

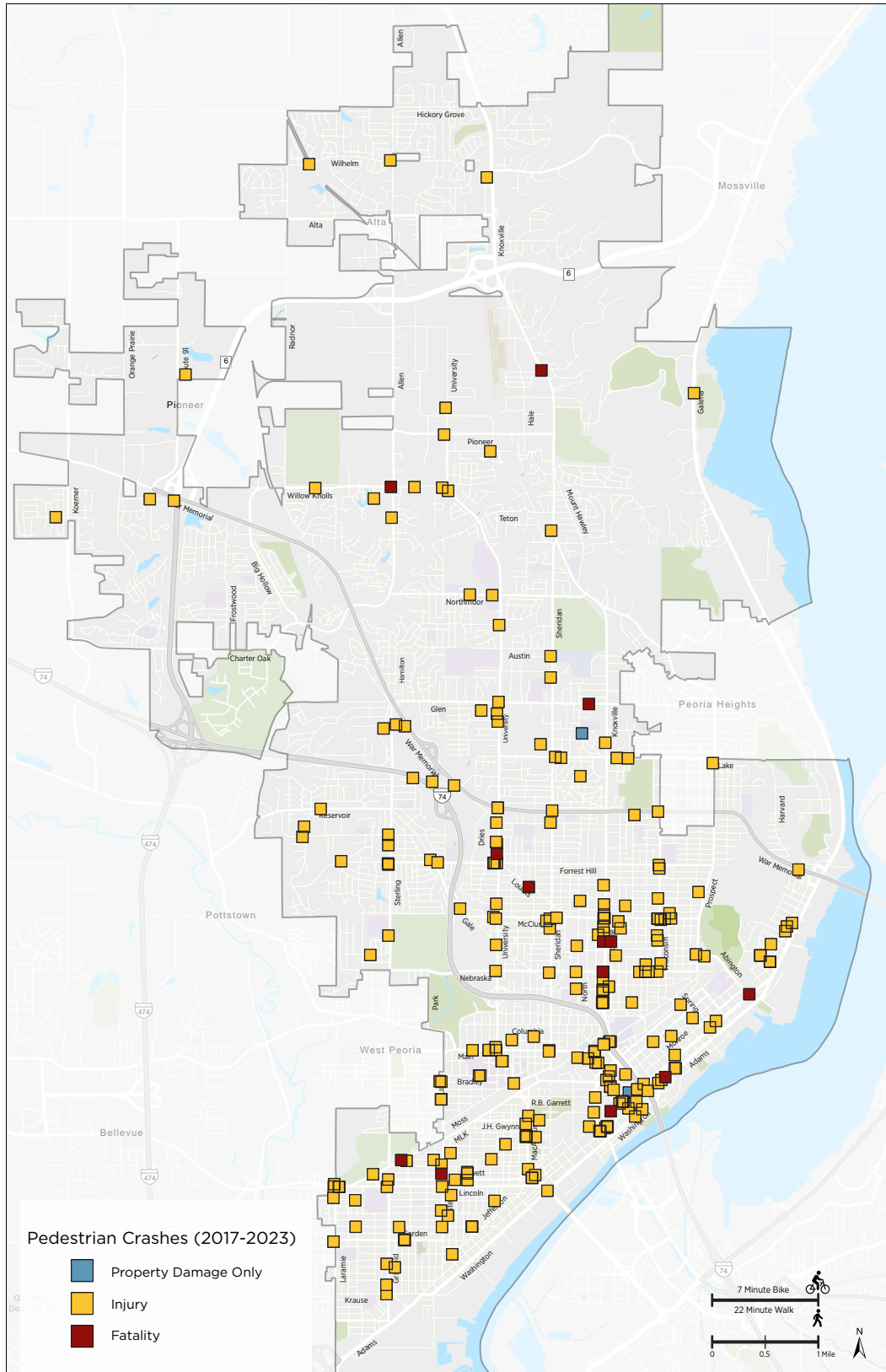
High Injury Network

The High Injury Network (HIN) has been established through the Safety Action Plan for the entire Tri-County Peoria Metropolitan Area. The HIN identified the 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 in 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.

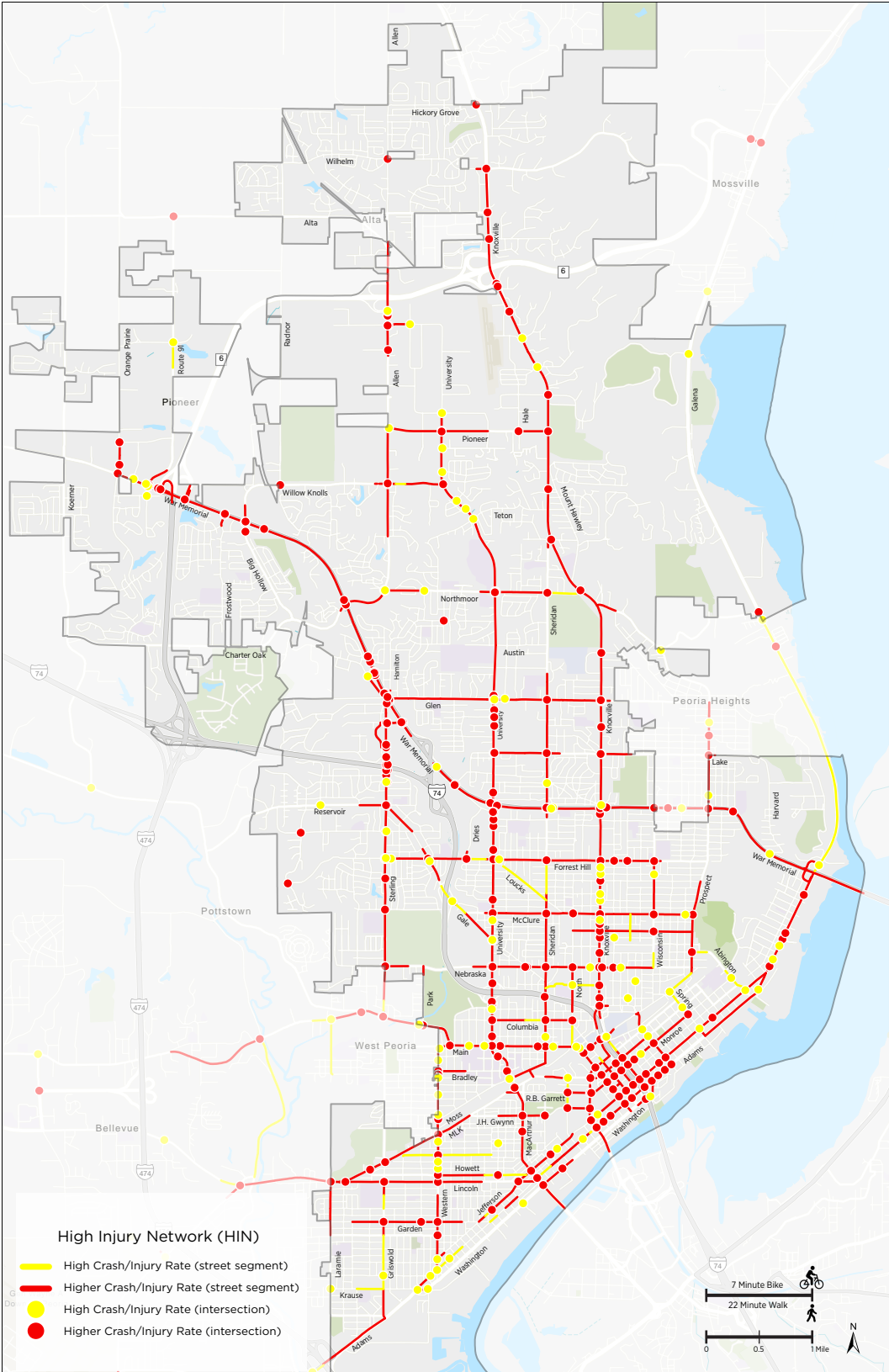
Bike Crashes Map (2017-2023)



Pedestrian Crashes Map (2017-2023)



High Injury Network (HIN) Map



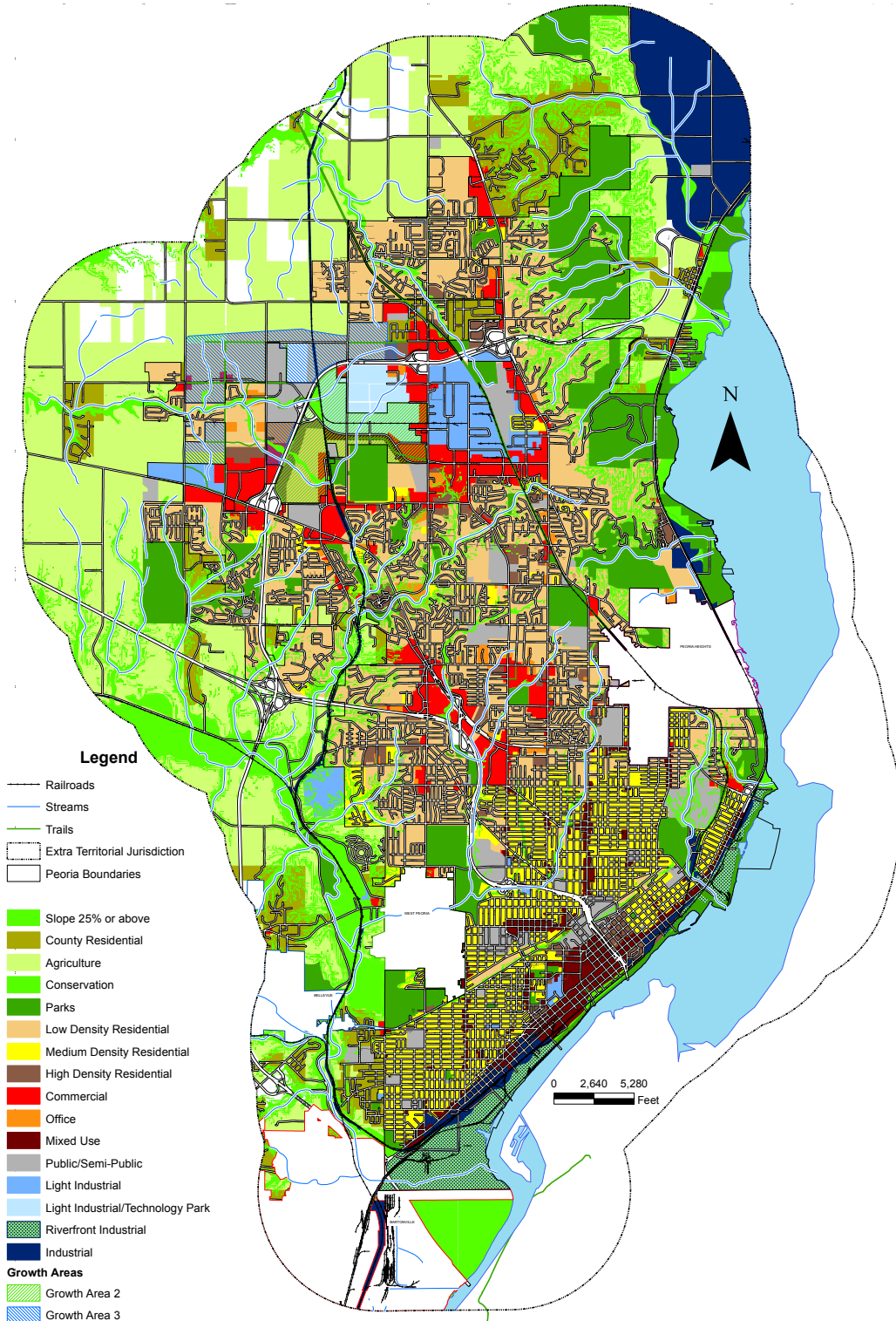
Land Use & Natural Resources

Land use and natural resources provide context to transportation networks, and transportation networks can affect land use patterns. Integrating current and desired future land use with current and desired future transportation networks leads to land use and transportation complementing each other. Considering constraints and opportunities caused by Peoria's natural landscape can help determine more and less ideal locations for future biking infrastructure.

Future Land Use Map

Integrating both present and future land use into the planning process helps shape transportation decisions when improving biking. Bike infrastructure near compact land uses and amidst a variety of land use types helps support both biking and land use development. More people are able to conveniently bike when their destinations are close together, and improved bike infrastructure supports moderate density development that leads to increased economic activity. Ultimately, intersecting land use and transportation planning decisions makes it easier for people to get around and reach important destinations.

FUTURE LAND USE MAP



Future Land Use Map - Source: 2011 Peoria Comprehensive Plan

Topography

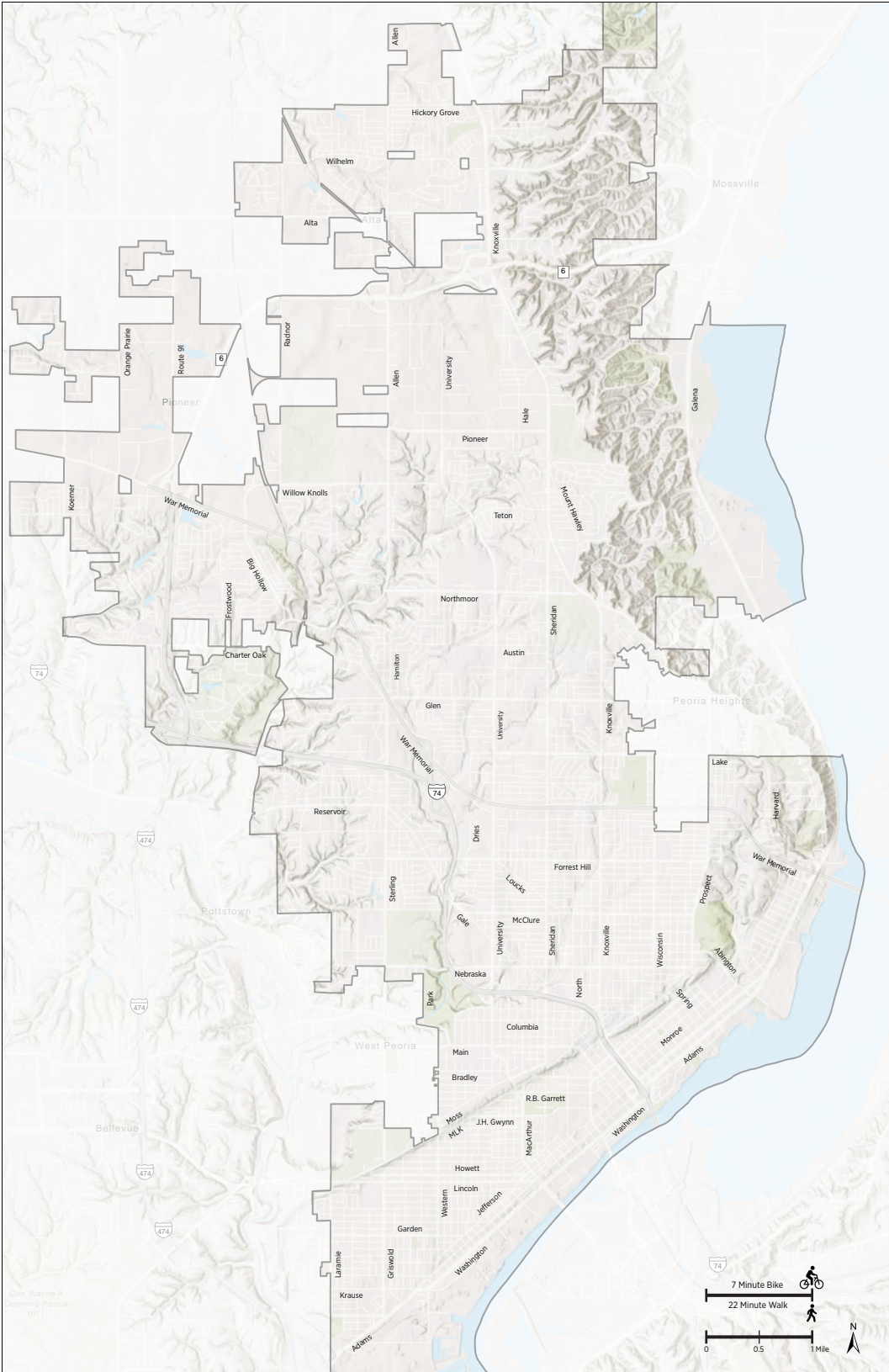
It must be understood that hills and topography in Peoria due to characteristics of the Illinois River Valley can be an obstacle to increasing biking in Peoria. Some individuals are not able to or do not want to bike up hills. Avoiding or minimizing steep inclines wherever possible when planning for bike infrastructure is critical to ensuring a usable network and an effective use of resources.

For example, if two alternative routes are being considered for improved bike infrastructure, the route that avoids steeper inclines should be prioritized if other considerations and context are similar.

Sometimes, topography is unavoidable if there is a desired biking connection between two locations. In this case where bike infrastructure is planned to go up/down a steep hill or gradient, wider, off-street or street-adjacent connections may be preferred to on-street bike lanes, for example. Understanding that bicyclists may have increased speeds when traveling down a hill emphasizes the importance of conflict avoidance with intersecting car traffic and ensuring 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.

Hillshade Map



Existing Biking Activity

Utilizing available data on existing biking activity already occurring in Peoria helps understand what current bike infrastructure is being used the most, where gaps in the biking network might be limiting more biking activity, and what streets people are currently biking on, even if no bike infrastructure exists on these streets. Incorporating existing activity with demand indicators like short driving trips and households that do not have access to a car starts to identify where people want and need to travel to via biking.

Strava Biking Activity

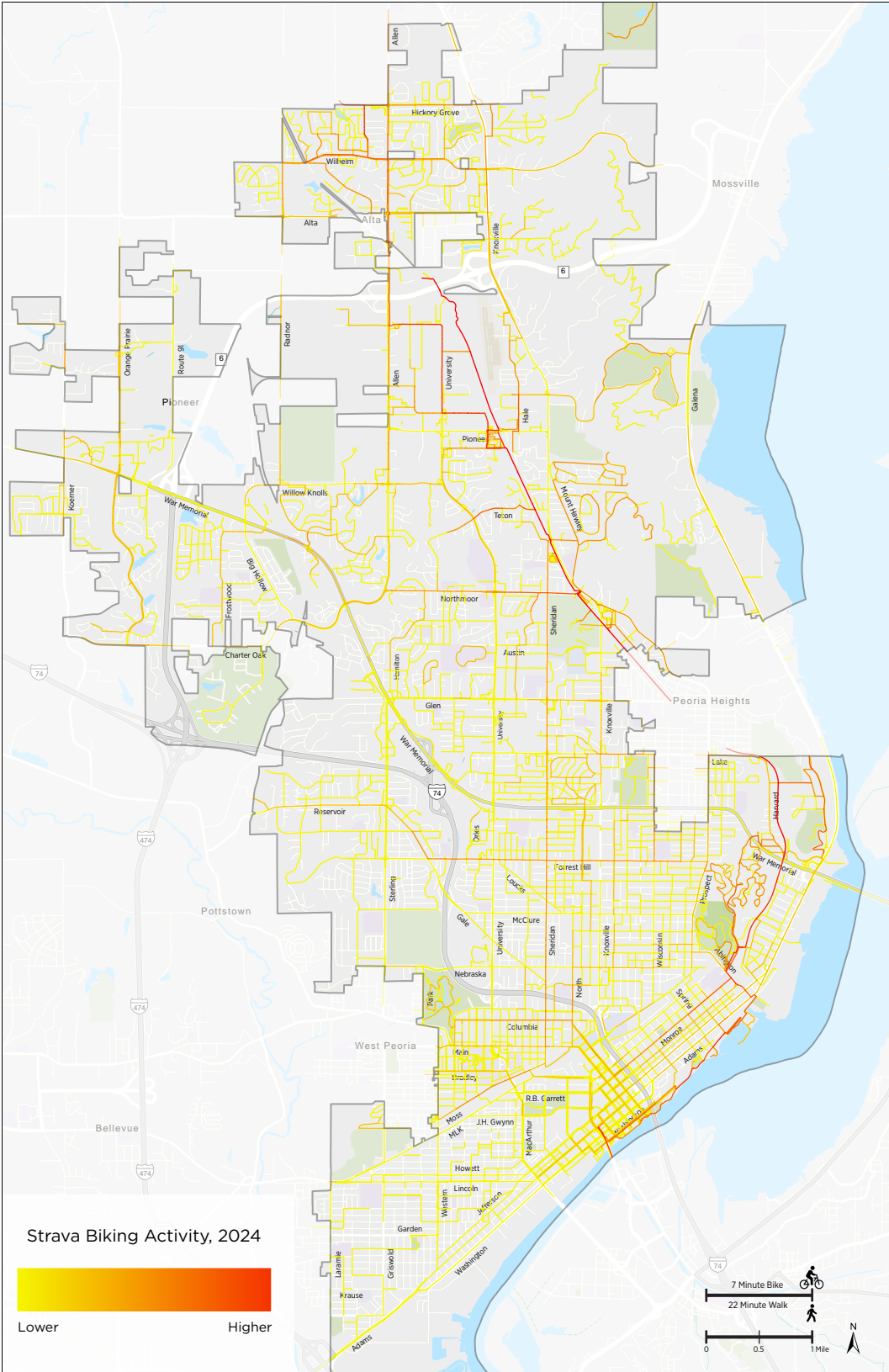
The data shown on the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking and biking. Biking trips were separated from this data to provide some indication of where biking activity is happening today.

The data shows significant biking activity along the entire length of the Rock Island Greenway/Trail through Peoria and Peoria Heights, including along the riverfront and over the Bob Michel Bridge to East Peoria. Northmoor Road and Forrest Hill Avenue are significant east-west connections being heavily used by Strava users, with Sheridan Road as a primary north-south connection with significant bike activity, as well as the northern sections of University Street and Allen Road. Prospect Road is a street with high levels of biking activity as this street is a primary connection for those biking to or from Peoria Heights, and serves as an alternate connection to the Rock Island Greenway.

While numerous connections with high biking activity have existing bike infrastructure (such as the multi-use path on Northmoor Road and northern section of University Street and Allen Road), identifying biking activity on streets without bike infrastructure can help signal key gaps in the network. For example, Charter Oak Road and Allen Road near War Memorial Drive and Northmoor Road have moderate biking activity, while no dedicated bike infrastructure exists aside from the path along Northmoor Road. When investigating further, it can be realized that if those who live in this area west of War Memorial Drive want to bike, they have no option but to bike on Charter Oak Road and Allen Road to be able to connect to the other side of War Memorial Drive.

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 Map

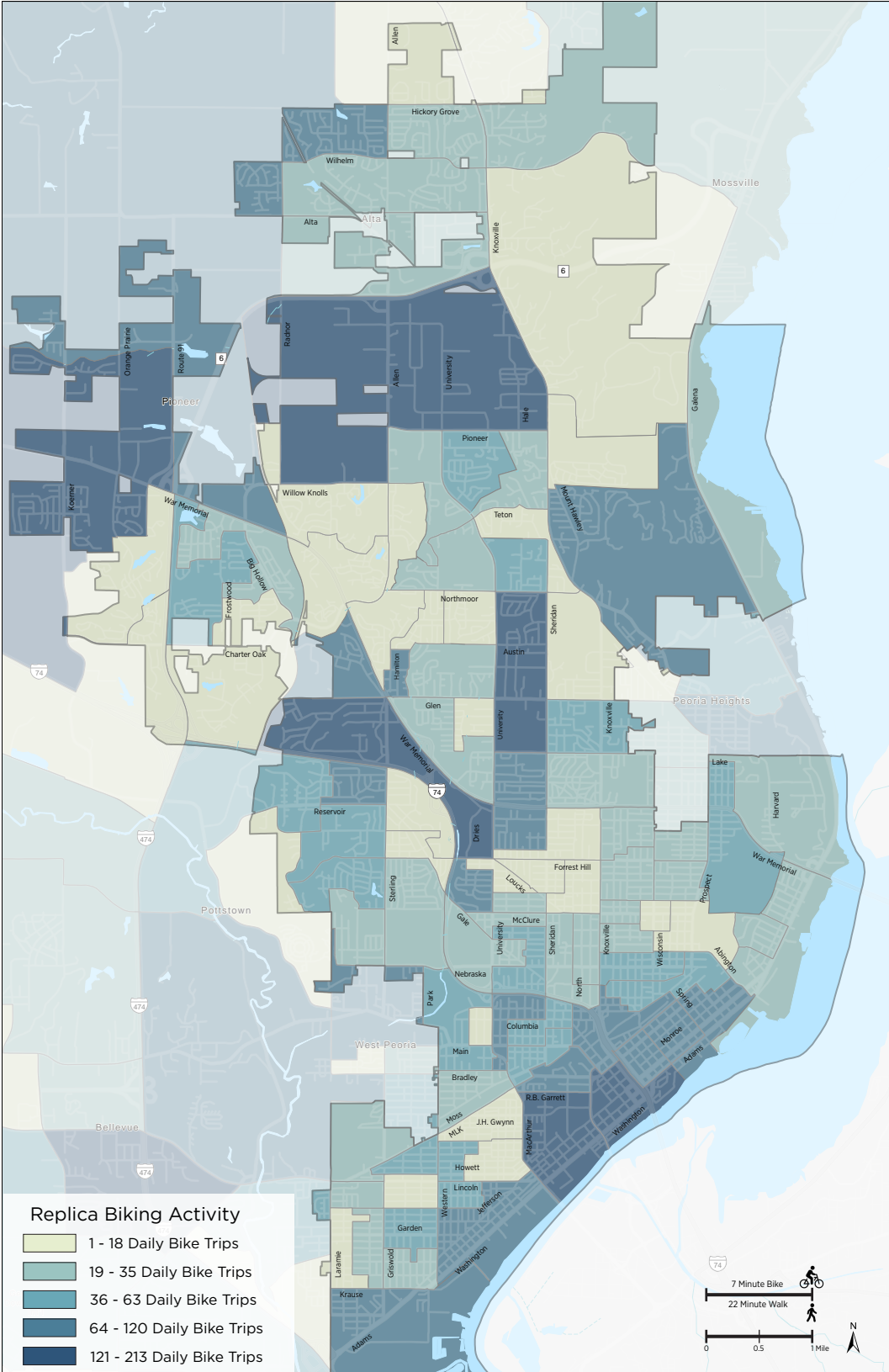


Replica Biking Activity

The map shown here estimates the number of biking trips completed on a typical weekday in Fall 2024. These trips are made for the purpose of reaching a destination; they exclude trips made solely for recreation. The data comes from Replica, which estimates travel demand activity using the census, data from mobile devices, and other sources. **Replica estimates 4,260 daily biking trips from 2,980 people on a typical weekday in Peoria.**

Hotspots for biking trips include downtown and most of the Adams Street corridor southwest of War Memorial Drive near the Illinois River, areas between University Street and Sheridan Road, and areas just north of Peoria Heights. Parts of Peoria with higher volumes of commercial activity and employment also see higher biking activity, such as near the Grand Prairie area on the northwest side of Peoria, sections near War Memorial Drive, and areas near Allen Road just south of IL-6, where several trails and multi-use paths are also located.

Replica Biking Activity Map

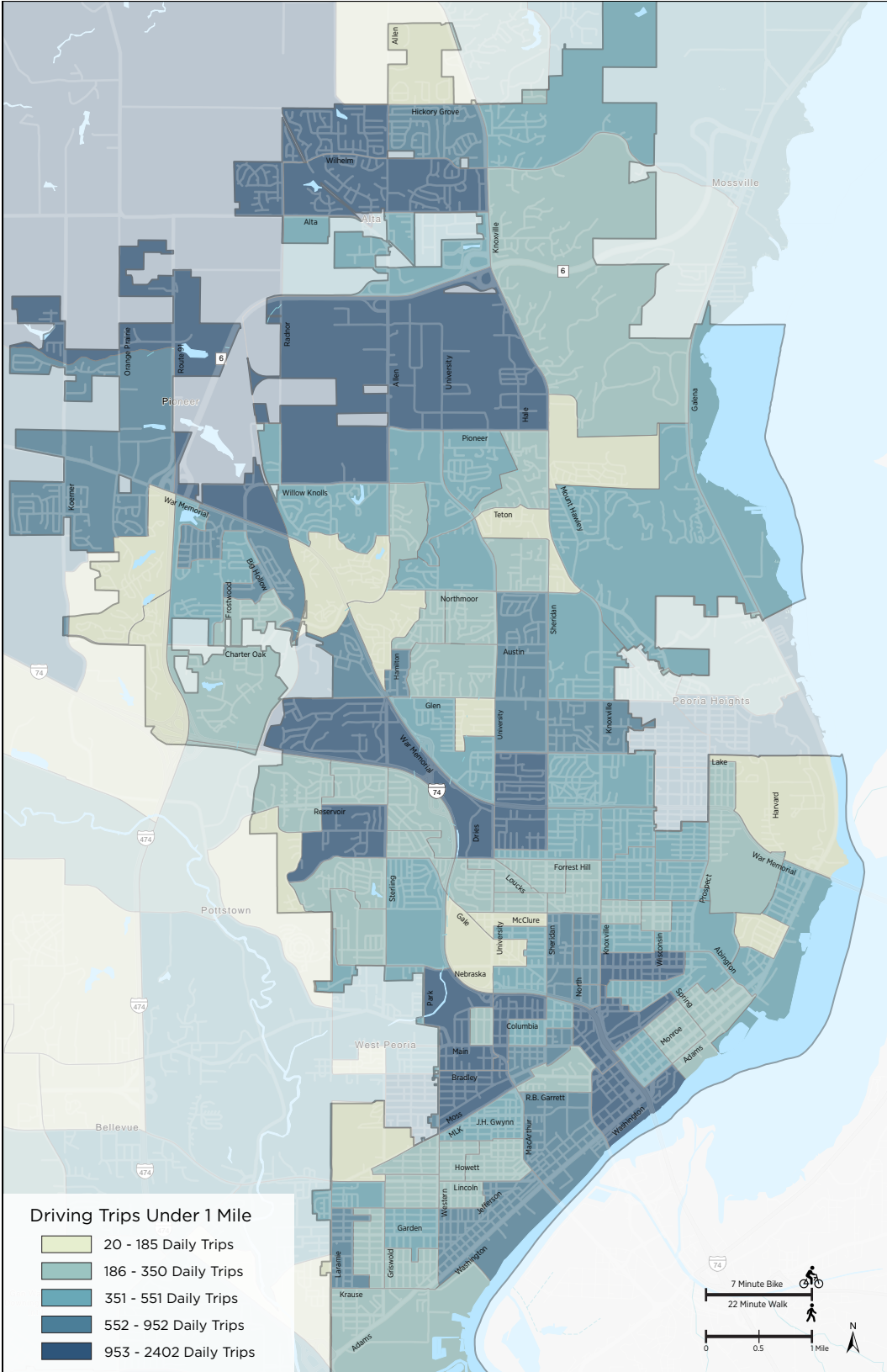


Short Driving Trips

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 the census, data from mobile devices, and other sources. **Replica estimates 45,800 daily driving or car trips under 1 mile in distance from 27,300 people on a typical weekday in Peoria.**

Recognizing that a significant number of car trips completed in Peoria are a short distance signifies that shifting these short driving trips to biking or walking trips is possible if safe, comfortable, and convenient biking and walking infrastructure are provided. 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 that is accurate for many trips, there are also many trips being completed today via car that are a short distance, as shown by these estimated 45,800 car trips under 1 mile happening every day in Peoria.

Driving Trips Under 1 Mile Map



Population with Barriers to Driving

About 30% of the U.S. population does not have a driver's license¹. 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. Areas near downtown, and northeast and southwest of downtown have the highest percentage of households without access to a car. Understanding where people who don't have access to a car live helps identify priority areas to ensure a future bike network helps people reach important destinations.

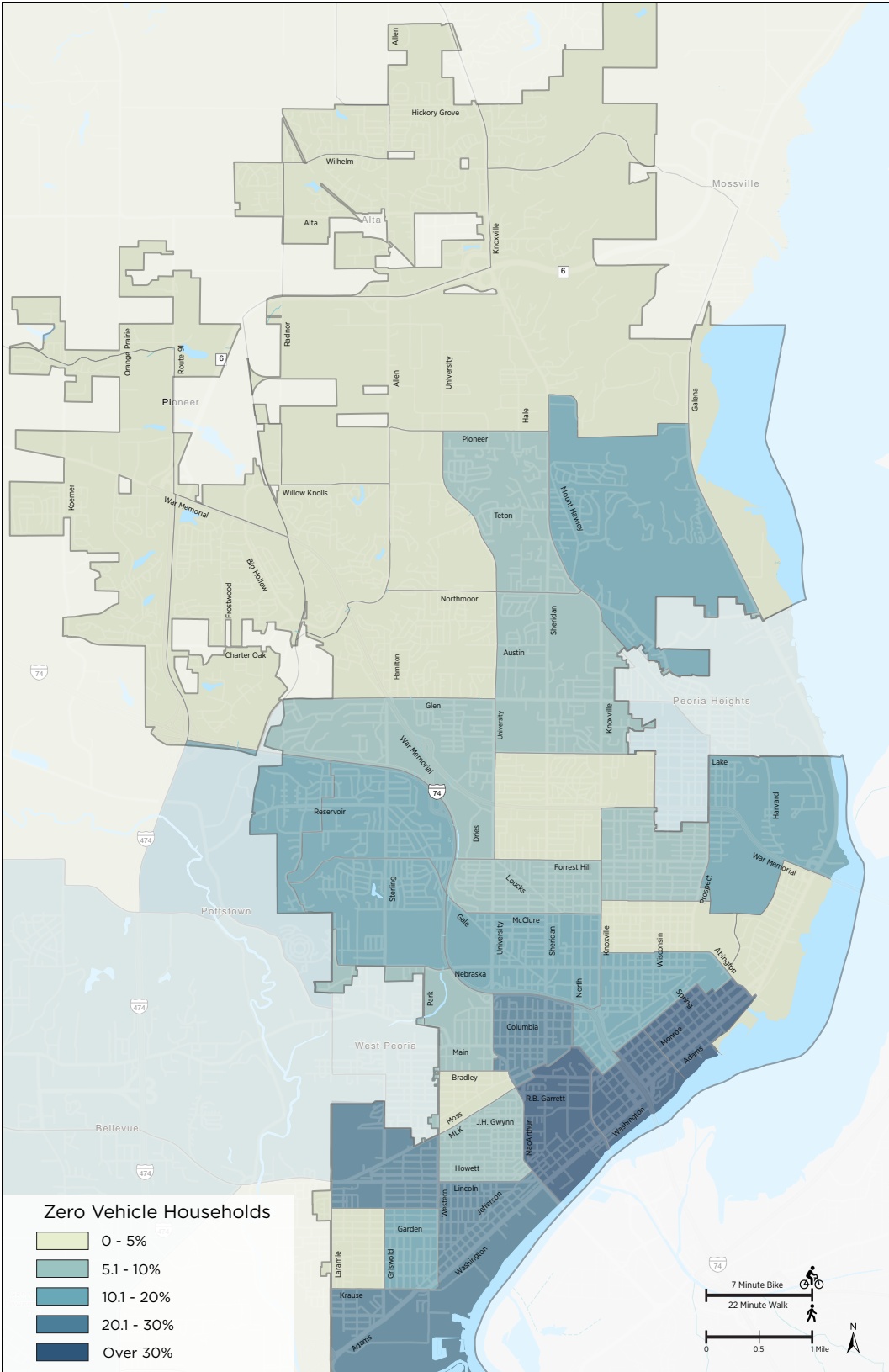
While CityLink may be an option for those who cannot drive or choose not to drive, transit trips are better designed for cross-town trips. Even so, people must still be able to safely and comfortably reach bus stops on foot or by bike, as most bus stops are not located immediately at one's starting or ending point of a trip.

Further, 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 length². 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 Map



Key Takeaways

Existing bike connections are disconnected. While Peoria has made progress in expanding its bike network, the current network is not cohesive and lacks connectivity to a variety of destinations. In the past, due to funding limitations, Peoria has often added new bike infrastructure in conjunction with previously planned street repaving and reconstruction schedules, resulting in the disjointed network today, where newer street segments more often have bike infrastructure than older street segments. The prioritization component of this plan will help Peoria identify improvements and new connections first, which can help identify grant opportunities to fund bicycle-only projects to fill in the bicycle network.

A significant portion of arterial and collector roads are on the region's High Injury Network. Many arterial and collector roads in Peoria have a high overall crash rate, with high rates of injury or death. Many major intersections share similar characteristics with high rates of injury or death. Many bike and pedestrian crashes in Peoria are occurring along these major roads and at major intersections. Without improved biking infrastructure both along and across these major roads, they can serve as barriers that prevent more people from choosing or being able to bike in Peoria. Major roads experiencing high rates of injury or death is something cities across the country are experiencing, and is not an issue unique to Peoria.

The majority of Peoria's major roads are too stressful to bike on for a typical resident. Many of Peoria's major streets are only suitable for highly experienced cyclists to bike on, due to a combination of high vehicle volumes and speeds, wide roadway footprints, and/or lack of dedicated bike infrastructure. Without designing streets and bike infrastructure to provide lower-stress biking environments, the majority of the public who would like to bike will only feel comfortable on local residential streets and select major roads. Relying on local streets to bike can make it more difficult for people to conveniently reach destinations, due to their general disconnectedness and less direct routing when compared to Peoria's major roads.

There are numerous biking trips already happening in Peoria today. While many trips are utilizing existing bike infrastructure like the Rock Island Greenway, there are people biking throughout the city, including on streets without any dedicated bike infrastructure. Expanding and improving the city's biking network is key to ensuring those already biking can be safer and more comfortable when biking, as well as providing the opportunity for more people to bike.

There is unmet demand for biking in Peoria. As a significant number of driving trips in Peoria are under 1 mile, people are already traveling short distances for some of their trips. While cross-town connections are important, offering shorter, local connections that are safe and comfortable can help transition some of these trips to biking or walking.

There are people living in Peoria who cannot or do not 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. Transportation infrastructure should allow all residents to travel safely, comfortably, and conveniently to reach their destination.

03

Engagement

Public engagement is a vital component of developing an effective active transportation plan. It ensures that the voices of community members—pedestrians, bicyclists, transit users, and others—are heard and reflected in the planning process. Through surveys, bike audits, focus group meetings, open houses, and a pop-up demonstration, 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 the city to identify barriers to active transportation that may not be immediately visible through data alone.



Project Team and Stakeholders at Bike Audit

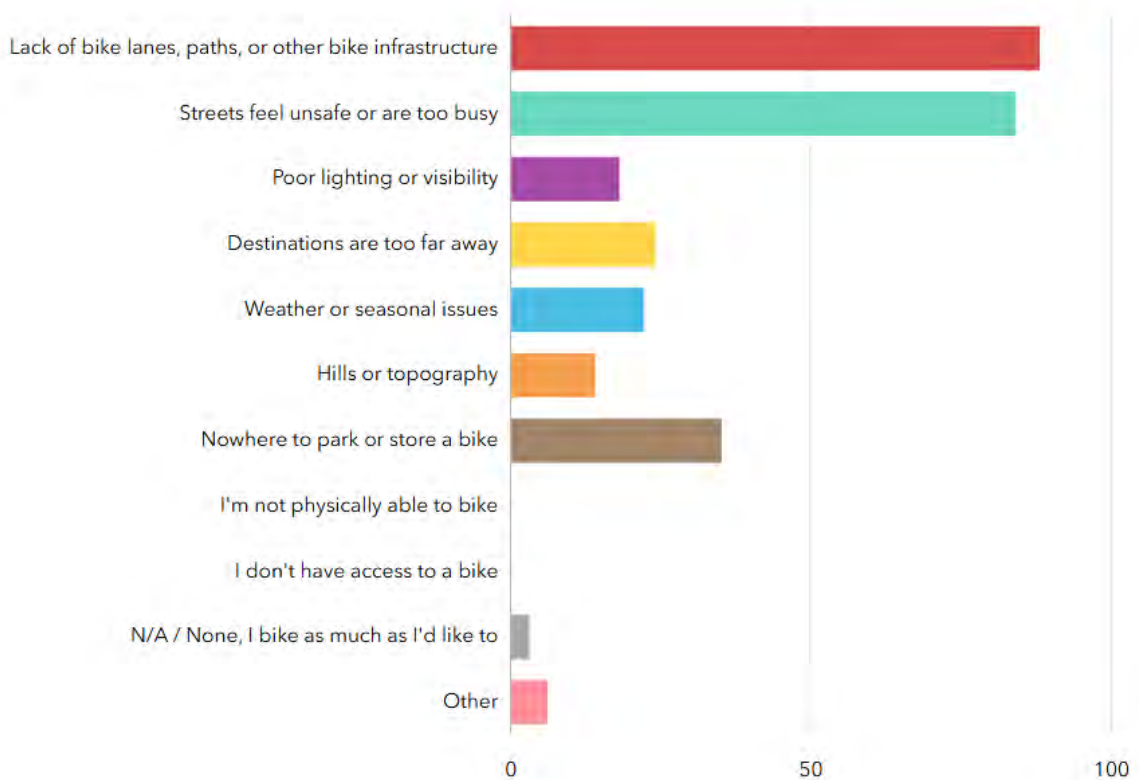
Online Survey

Over 90 people between May and September 2025 responded to an online survey asking them about biking in Peoria, as well as general travel behavior. Three respondents (3%) noted they do not drive a car – which is less than the proportion of Peoria residents citywide who do not own a car (over 8%), so results of this survey over-represent the perspective of people who are able to and choose to drive a car. Due to the relatively low number of respondents compared to the total population of Peoria, the results of this survey are not statistically significant.

About 13% of respondents use CityLink bus service. 60% walk at least a few times a month, and over 75% bike at least a few times a month. Most respondents feel safe when driving (or riding in a car) and walking, and feel unsafe when biking.

Lack of bike infrastructure and streets feeling unsafe to bike on are the two overwhelmingly biggest obstacles that make it harder for respondents to bike more often in Peoria. Lack of bike parking at destinations is the third biggest obstacle.

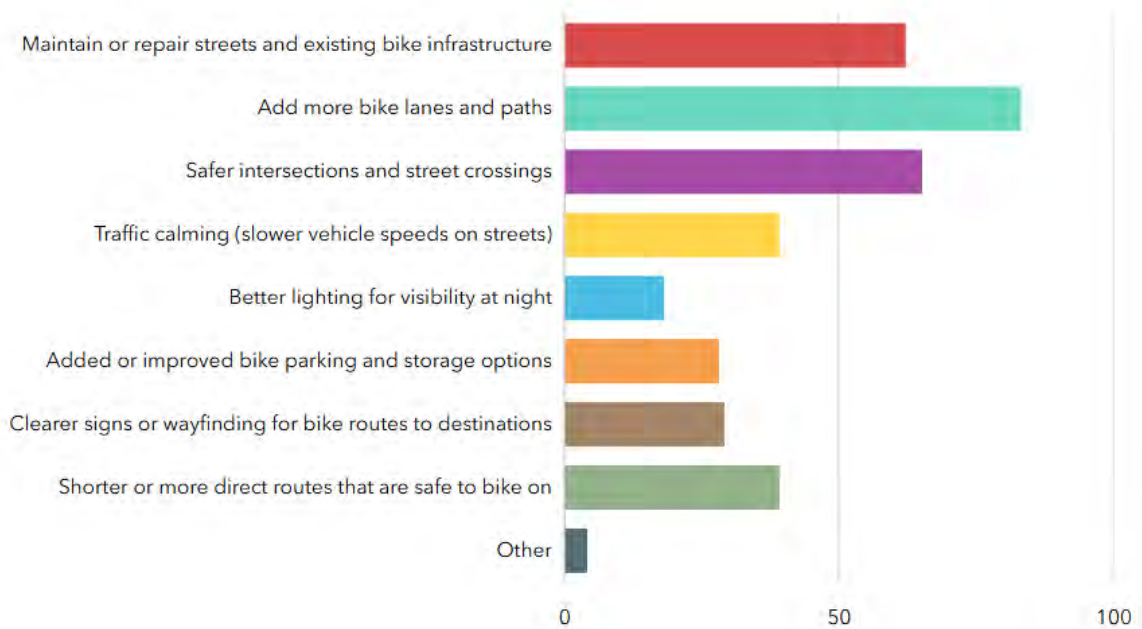
What makes it harder for you to bike more often in Peoria?



Respondents noted their top three improvements to improve biking in Peoria are:

- Add more bike lanes and paths
- Improve safety of street crossings and intersections
- Maintain and repair existing bike infrastructure (includes pothole/bump fixing and sweeping of debris)

What kinds of improvements would make biking in Peoria better for you?



When asked about specific places that respondents think need better bike lanes, paths, or crossings, some common locations and desires include:

- Western Avenue north of Lincoln/Howett – traffic calming, bike infrastructure, and connections to cross the street between Peoria and West Peoria
- Main Street near Bradley University, and other streets near Bradley – connecting Bradley with clear bike connections to both downtown and the Warehouse District
- Additional crossing opportunities across Knoxville Avenue – potential for enhanced crossings at Forrest Hill Avenue and Lake Avenue, and between War Memorial Drive and Interstate 74. Traffic calming is needed on Knoxville. Knoxville/Giles intersection is dangerous for people biking, with turning vehicle conflict
- More and safer crossings across War Memorial Drive, especially between Northwoods Mall and the McClugage Bridge
- More and safer crossings across University Street, and bike infrastructure along University Street
- Trails crossing through major intersections need improvement
- Downtown streets – reallocating space on downtown streets to provide space for biking
- Sheridan Road as a full north/south bike network connector
- Extend Big Hollow Road bike lanes south to Charter Oak Road and north to War Memorial Drive, and continue across War Memorial Drive with bike infrastructure along Willow Knolls Drive
- Repair existing Allen Road multi-use path
- Rock Island Trail is difficult to access by bike
- Prospect Road
- Farmington Road and Sterling Avenue
- The portions of Glen Avenue that do not currently have a bike path
- Add bike path connectivity on Alta Lane, Radnor Road, Orange Prairie Road, and Hickory Grove Road to improve connectivity to the Rock Island Trail and Allen Road to reach points south

Other general notes and desires from respondents include:

- Connect neighborhoods and establish safer crossings across major corridors
- Traffic calming is needed – speeding is a major concern on many streets, something that enforcement is generally not effective with, so designing streets to force drivers to slow down is necessary
- High-use corridors, like the Rock Island Trail, need enhanced crossings with responsive signals that provide bike (and pedestrian) priority at intersections
- Drivers are hostile towards people biking, part of which may be due to community mindset and part of which attributed to streets designed for cars
- Stressful to ride a bike on most major streets in Peoria – separated facilities are needed along these major streets
- Expand bike parking availability throughout the city

Bike Audits

As part of the planning effort, two bike audits were conducted to assess current bicycle infrastructure, connectivity, and safety from the perspective of on-the-ground users. These audits allowed the project team and community stakeholders to observe real-world conditions, identify gaps in the network, and discuss potential improvements.

Route 1

The first route covered approximately 6.8 miles in length and took about 1 hour to complete, focused on north-central Peoria. This audit route included residential streets and neighborhood connectors, with a goal to experience what it is like for residents who would like to try to avoid biking along major roadways, using local streets instead. Routes using local residential streets are often more circuitous and less direct than biking along a major road.

Wayfinding signage for existing bike routes was often dilapidated or missing, making it difficult to navigate along local streets. Improved wayfinding for bikes to identify existing low-stress bike routes was identified as a low-cost improvement that can be completed quickly.

Participants noted that crossing major roads such as University Street was particularly challenging due to traffic volumes and lack of dedicated crossing infrastructure. This is important to consider when planning low-stress bike routes that utilize residential streets: for these low-stress biking connections to reach meaningful destinations, they still often must cross major roads that feel stressful and unsafe to most bicyclists. Even if not planning for biking improvements along a major road, enhanced crossing treatments such as signalization and traffic calming are still necessary at intersections with residential streets identified as a bike route and major roads.

The audit also identified opportunities to improve connections to the Rock Island Trail. Participants realized that while the Rock Island Trail is an excellent asset that provides a comfortable riding experience, it can be difficult for residents to reach the Rock Island Trail by bike, and to reach destinations near the Rock Island Trail but not directly adjacent to the trail.

Participants noted a similar issue with local streets crossing major roads while biking along the Rock Island Trail; the trail crosses several intersections, including Northmoor Road at Knoxville Avenue, through a major intersection that includes an uncontrolled right-turn slip lane for vehicles, crossing into the Rock Island Trail's crossing path. Overall, improving intersection safety and comfort was an emphasis on this first bike audit.

Route 2

The second route covered roughly 9 miles and took about 90 minutes to complete, traversing the eastern and central parts of the city, including areas near downtown Peoria and Glen Oak Park. This audit focused on traversing collector and arterial roadways, of which many included existing bike infrastructure of some type, including sharrows, painted bike lanes, multi-use

paths, and cycle tracks. Some sections of these major streets and roads did not include any bike infrastructure, including portions of Prospect Road, Sheridan Road, and Adams Street.

This audit revealed more significant issues with connectivity between different parts of the bike network, particularly along MacArthur Highway, where transitions between facilities were unclear or missing altogether. While some segments along Sheridan Road featured aesthetically pleasing materials such as brick pavers and decorative curbing, these design choices often introduced functional challenges. The brick surfaces and raised thresholds made those sections of the bike lane uncomfortable and potentially hazardous for cyclists. The audit also underscored the need for more consistent and safer infrastructure near schools, parks, and other key community destinations, such as across and along Prospect Road near Glen Oak Park and the Peoria Zoo.

Summary of Key Observations:

- Lack of wayfinding signage
- Intersections and major roads are barriers
- Improved connections to existing trails are needed
- Connections between existing bike infrastructure are necessary



Bike Audit photos

Focus Groups

Focus groups are a valuable tool in planning projects because they provide in-depth insights into community needs, preferences, and concerns. By facilitating guided discussions with a diverse group of stakeholders, the project team explored specific topics more deeply, uncovering nuanced perspectives that helped shape more responsive and inclusive strategies. Focus groups also foster dialogue among participants, which can reveal shared priorities and potential areas of consensus or conflict.

Youth

Representatives from Peoria Public Schools and Bradley University spoke about biking and active transportation needs for children and youth in Peoria. A primary focal point is the need for more paths and at minimum sidewalks in disadvantaged areas, especially near schools. Peoria Public Schools has experienced at several schools where biking (or walking) infrastructure is added, which leads to an increase in children walking or biking to school.

There was discussion on upcoming infrastructure improvements, particularly enhancing bike and pedestrian access near schools and neighborhoods. One key project will extend the bike path along Northmoor Road across University Street, improving safety and connectivity, especially around Richwoods High School, which serves a large student body. Attendees expressed appreciation for prior improvements in the area and discussed ways to keep community impact positive by prioritizing walking and biking infrastructure for people of all ages.

Bradley University expressed interest regarding neighborhood traffic and safety improvements, while also recognizing the broader citywide scope of the project. The meeting closed with a shared commitment to continue collaboration and ensure inclusive, community-informed planning.

Elderly and People with Disabilities

Representatives from the Central Illinois Agency on Aging and the Mayor's Advisory Committee for Citizens with Disabilities spoke about active transportation needs specific to the elderly and people with disabilities in Peoria. Participants noted a desire for the plan to help older adults connect to not just where they need to go, but to fun and recreational places as well. It was noted that the elderly are most likely to only use bikes in areas where they felt very safe and comfortable biking. Bus headways make it difficult for those who rely on a combination of walking, biking, and public transit to get around. The Aging and Disability Resource Network was identified as an opportunity for greater discussion. Workshop participants appreciated the robust and inclusive approach, with attendees emphasizing the importance of addressing niche biking needs and creating an equitable, accessible network. The session closed with mutual appreciation for efforts to enhance community connectivity and mobility through thoughtful planning.

Businesses and Tourism

Representatives from Discover Peoria the Greater Peoria Economic Development Council spoke about the relationship between biking and economic development for Peoria and the broader area.

Bikeshare or scooter share is desired, at least in the downtown and Bradley areas to start, but streets are not bike-friendly enough to move forward with further exploring bikeshare at this time. An increase in bike-friendly streets can draw more people to an area, and lots of biking activity and bike infrastructure is a sign of a vibrant city.

Not many people currently bike as their primary way of commuting to work, but there is a potential for an increase if more bike connections and bike parking options are made available. No large-scale bike parking prevents lots of biking to events on the riverfront. The Peoria Civic Center and Louisville Slugger Sports Complex are the two biggest tourism drivers in the region, with much more potential for active transportation improvements near the Civic Center to benefit nearby businesses downtown and support new businesses given its central location.

If active transportation infrastructure is improved downtown, this can encourage visitors to the Civic Center to venture out to establishments in the broader vicinity of the Civic Center itself. Bike servicing areas outside businesses that sponsor or maintain it can be a strategy to increase biking, and help increase bike activity to a particular business.

Recent streetscape and active transportation infrastructure improvements in the Warehouse District are excellent examples of how public investment in street improvements for all modes of transportation can drive economic development and redevelopment in the surrounding area.

Peoria has great but underutilized parks, and it is not always easy to walk or bike to parks. Increasing connectivity to parks is needed. Larger parks along major roads can be more difficult to reach than smaller, neighborhood-scale parks along local streets. Glen Oak Park and Detweiller Park are two examples of parks that can be more difficult to comfortably reach on foot or by bike, as most people have to cross a major street to reach the park without driving.

Riverfront businesses do not generally recognize the Rock Island Greenway as an asset like those in Peoria Heights and the Junction City area do. Not many use the entire length of the trail and stop/start in Peoria Heights due to disconnected trail segments nearing downtown and the bluff as a significant topographic barrier for casual riders.

It was noted that a vibrant community is attractive to businesses, and walking and biking makes a community vibrant and contributes to the happiness of potential employees. This is a key metric that businesses and employers look for when considering locating in a region.

Public Open House #1

As part of the Peoria Bike Master Plan update, a public open house was held on May 21, 2025 at the Gateway Building in downtown Peoria, where 46 signed-in members of the public attended. The event was structured in a drop-in format to encourage broad participation and allow attendees to engage with the materials at their own pace. Informational display boards were presented throughout the space to introduce the planning process, highlight existing conditions, and gather community input.

The materials shared at the open house included an overview of the Bike Master Plan update, a project timeline, and background on existing biking infrastructure. Additional boards focused on identifying current gaps in the bike network, areas of concern related to safety and comfort, including an explanation of Bike Level of Traffic Stress, and opportunities for new or improved connections throughout the city. Attendees were encouraged to interact with the materials and share feedback through written comment cards, mapping activities that identified problem areas and desired routes, and informal conversations with members of the project team.

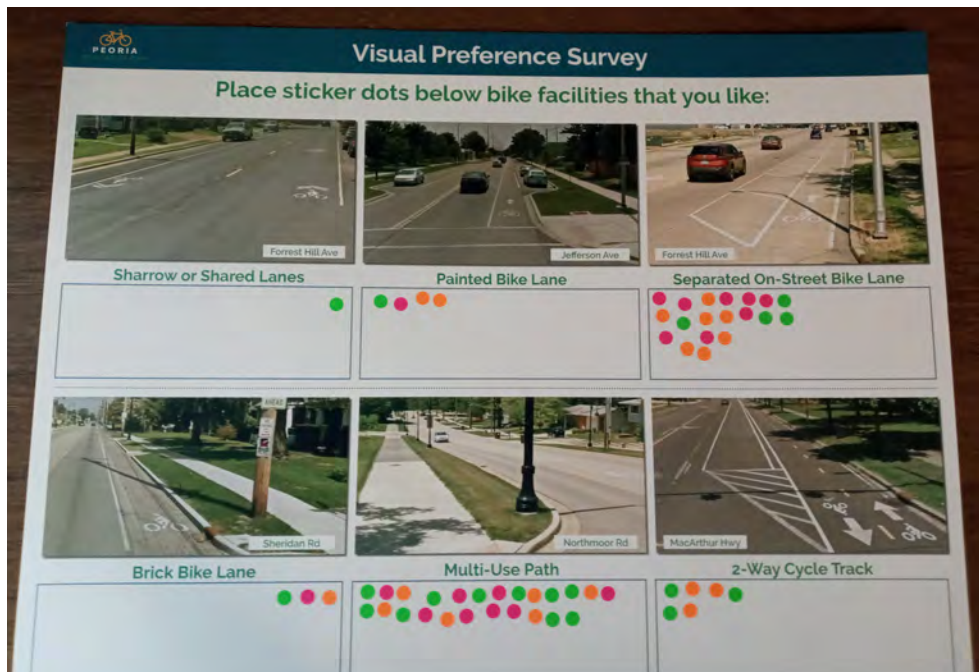
Interactive Exercises

Specific interactive engagement exercises included a large-scale paper map of Peoria and its existing bike infrastructure, where attendees could offer comments on safety concerns and desired connections, and a visual preference survey, where attendees were asked to choose which types of bike infrastructure they would like to see the most.

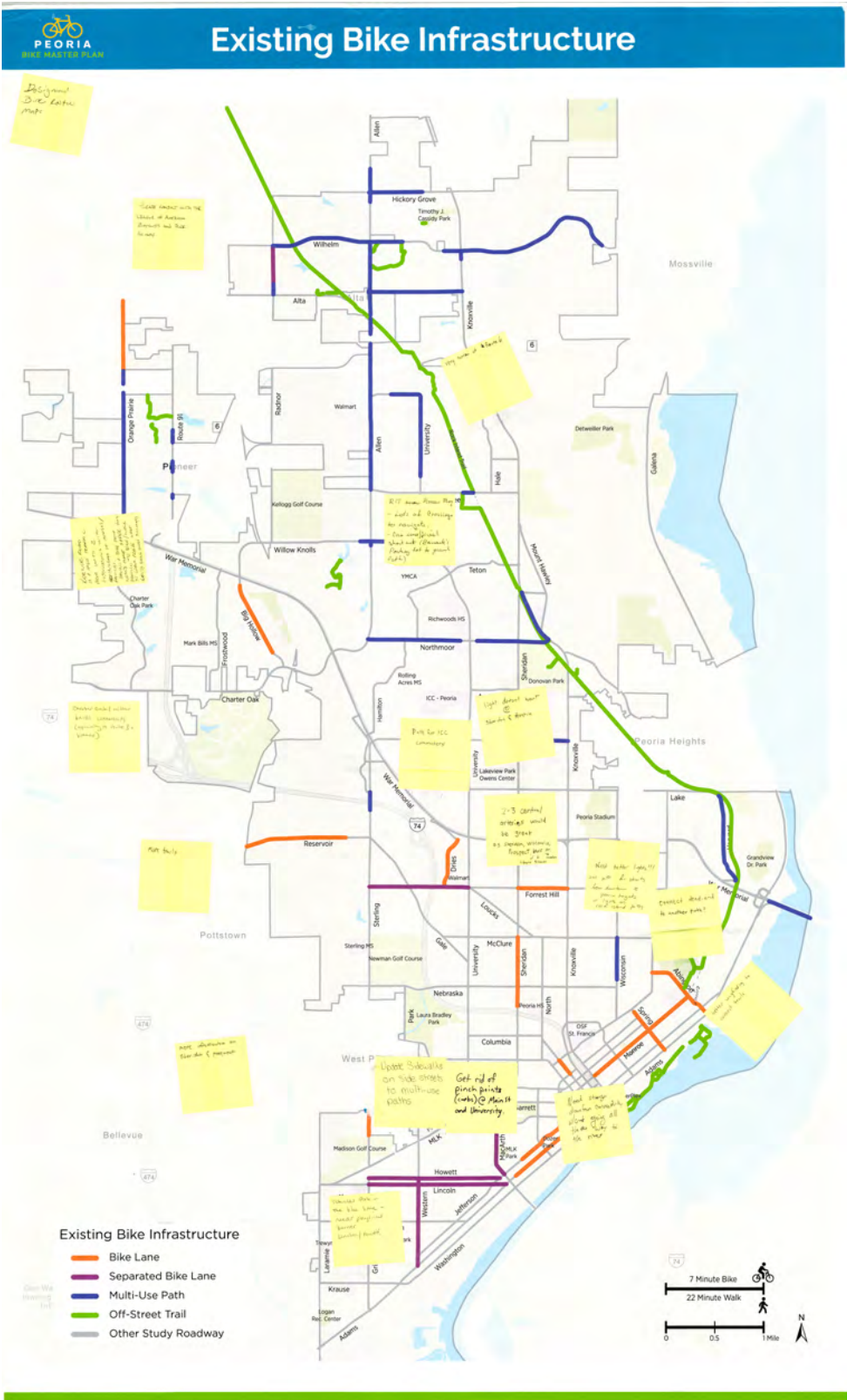
Input received during the event helped validate key challenges identified during the existing conditions analysis and provided valuable insight into the community's priorities and vision for a more connected and bike-friendly Peoria.

Summary of Comments Received:

- Excitement for this plan and to seek more low-stress bike connections
- Desire for coordination with IDOT to improve bike safety and connectivity along, across, and near IDOT corridors.
- Central arteries for bike connectivity, that reach key destinations (like libraries, groceries, parks, and entertainment), such as Sheridan Road or Prospect Road
- Improved lighting for safety and visibility at night
- Improved connectivity between trails and bike infrastructure, with improved wayfinding
- Stronger downtown connectivity without utilizing riverfront
- Bike lanes can have obstacles like parked vehicles or debris
- Convert sidewalks along key corridors to multi-use paths
- Better connectivity across major corridors, like War Memorial Drive
- Increased trail and bike lane maintenance is needed
- Improved biking and walking connectivity to key destinations, like ICC Peoria campus



Photos and a visual preference survey from Public Open House #1 on May 21, 2025



Notes posted on the Existing Bike Infrastructure map at Public Open House #1 on May 21, 2025

Key Takeaways

The first round of community engagement for the Peoria Bike Master Plan update provided valuable insights into current conditions and community priorities. Feedback focused on both the physical condition of bike infrastructure and the lived experience of people who bike in Peoria.

Participants consistently emphasized the need for safer and more comfortable crossings at major streets, where high traffic volumes create barriers to movement. Wayfinding signage, particularly along neighborhood streets, was often reported to be worn, unclear, or missing, making it difficult for riders to navigate the network. In more urban areas, gaps in connectivity were a recurring concern. While some segments featured upgraded or decorative surfaces, these treatments, including brick pavers and raised curbing, were found to be uncomfortable and potentially hazardous for people biking.

During the open house, attendees expressed strong interest in improving major east-west and north-south bike connections across the city, enhancing comfort and visibility for people who bike, and providing safer access to parks, schools, and key destinations. The public showed clear support for an expanded, continuous, and better-marked network that serves a range of users and ability levels. This early input will directly inform the development of plan recommendations and ensure the updated network reflects the needs and preferences of the Peoria community.

Public Open House #2 & Pop-Up Demonstration

As part of the Peoria Bike Master Plan update, a second public open house was held on September 24th, 2025, at GAR Hall, where approximately 50 members of the public attended. The event was structured in a drop-in format to encourage broad participation and allow attendees to engage with the materials at their own pace. Informational display boards were presented throughout the space to introduce the planning process, highlight existing conditions, and gather community input.

The materials shared at the open house included an overview of the Bike Master Plan update, a project timeline, and background on existing biking infrastructure. Additional boards focused on identifying current gaps in the bike network, areas of concern related to safety and comfort, and opportunities for new or improved connections throughout the city. Attendees were encouraged to interact with the materials and share feedback through written comment cards, mapping activities that identified problem areas and desired routes, and informal conversations with project team members.

Interactive Exercises

Specific interactive engagement exercises included:

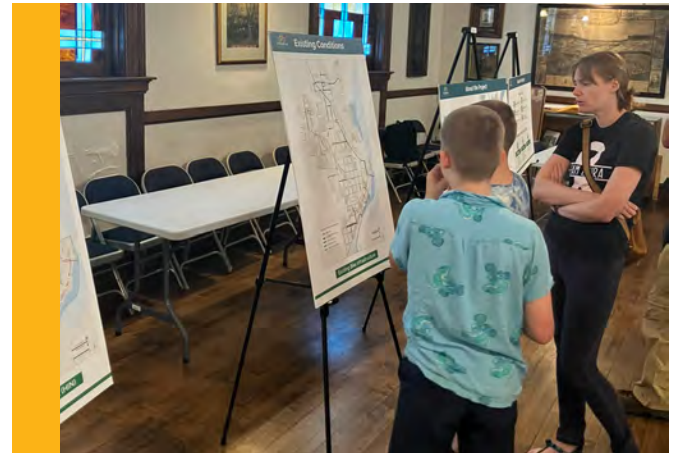
- A large-scale paper map of Peoria and its existing bike infrastructure, where attendees could offer comments on safety concerns and desired connections.
- A pop-up demonstration outside GAR Hall on Hamilton Blvd, showing a temporary protected bike lane in place of an existing vehicle lane, to help attendees visualize what a proposed improvement may look like and to think about how existing public space may be re-allocated to better suit everyone's transportation needs.

Summary of Comments Received on the Draft Bike Network:

- Desire for wayfinding signage along Eureka Street to connect the McClugage Bridge path and Rock Island Greenway.
- Concerns about pedestrian and bike safety near Knoxville Avenue, especially south of War Memorial Drive; interest in neighborhood bikeways parallel to Knoxville (Peoria Avenue, Linn Street, Bigelow Street).
- Support for Nebraska Avenue improvements between Sterling and Broadway to connect Bradley campus with USDA/Shea Stadium; Broadway suggested as a greenway to avoid University Street.
- Requests to extend connections on MacArthur Hwy from Jefferson Avenue to Adams Street.
- Interest in Russell Street as a greenway and adding north-south connectors between Bradley campus and Columbia Terrace; concerns about frequent stop signs at traffic circles.

Peoria, Illinois

- Reports of drivers using unprotected bike lanes as passing lanes, with Forrest Hill Avenue cited; physical barriers suggested.
- Desire for Glen Avenue segment between War Memorial Drive and University Street for direct connections.
- Calls for better snow removal and maintenance on existing paths and bike lanes.
- Suggestions to formalize a connection between Rock Island Greenway and University Street via Chanute Road.
- Agreement on Sheridan Road as a high-priority north-south connector.



Photos from the pop-up demonstration and Open House #2 on September 24, 2025

Key Takeaways

Community feedback emphasized the need for safer crossings, improved wayfinding, and stronger east-west and north-south connections. Participants highlighted gaps in connectivity, maintenance concerns, and the importance of physical separation for bike lanes. These insights will guide plan recommendations to create a more connected, comfortable, and user-friendly bike network for Peoria.

04

Facility Scoring & Network Development

In this chapter, the future biking network shows where the city and other agencies could prioritize future bike infrastructure upgrades, and the type of bike infrastructure being proposed. The future biking network considers safety, connectivity, existing walking and biking activity, connecting residential areas to destinations, cost of implementation, barriers to driving, issues and desires identified by the community, and ease of implementation.



Members of Bike Peoria on the Rock Island Greenway; Peoria Magazine

Bike Network

The development of a biking network factors in the following considerations when determining where future 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 through features such as protected biking infrastructure 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 biking as a regular mode of transportation. Simply put, people should be able to travel to safely to everyday destinations regardless of how they are traveling. Thus, locations with known existing safety concerns are prioritized highly.



Connectivity

Biking is only viable when it gets people to where they want to go. A well-connected network links homes, schools, parks, businesses, and public transit stops, making biking a practical option for daily activities—not just recreation. When bike paths and bike lanes 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.

A bike network with strong connectivity also improves the overall effectiveness of the entire transportation system. It allows for smoother travel, reduces congestion, and supports multimodal transportation by integrating biking with other forms of travel. Connectivity helps create a sense of cohesion and supports broader goals like economic development, public health, access for all, and environmental sustainability. Without connectivity, even the safest bike paths may go unused if they fail to connect people to the places they need to go.



Existing Biking Activity

Existing biking 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 biking, making the network more effective and responsive to real needs.

Additionally, areas with current 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 biking as reliable modes of transportation and recurrently opt for them, as travel distances are shorter and more direct. 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, city staff 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 city staff prioritize projects realistically and seek appropriate grants or partnerships to support them.

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 bike activity and destination access, city staff 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.

A high-level anticipated magnitude of cost is included for each proposed project segment in the respective segment tables in this chapter. This can help the city and partner agencies get an idea of what the scope for each project might look like. Understanding magnitude of cost for proposed improvements helps to compare projects with each other and set priorities. For example, a project with a higher magnitude of cost signals that grant funding may be necessary to fund a project of this size. Meanwhile, a project with a lower magnitude of cost signals that the city might be able to fund the project in-house with a routine maintenance project or another source of capital budget.



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 bike network can offer a practical and efficient solution. By identifying and responding to these barriers, city staff can create routes that serve people who may otherwise struggle to reach destinations, especially in underserved communities.

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 bike infrastructure in these areas ensures that transportation systems are adaptable, meeting the needs of residents who face limitations with vehicle access or mobility. Additionally, these same underserved areas often also face higher numbers of pedestrian and bike fatalities, re-emphasizing that the importance to improve mobility for community members in these areas is not only crucial to ensure that everyone is able to reach their necessary destinations, but it also saves lives.



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 bike 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. In most locations, proposed projects do not require much, if any, private property acquisition. For most areas without existing space between the street footprint and property lines, space can instead be made by reallocating street space within the existing public ROW. For locations that may require street reconstruction, these associated higher costs are factored in under the Cost of Implementation consideration.

Streets under local City of Peoria jurisdiction still require coordination with residents, city departments, utility companies, and other partner agencies, but require less coordination compared to streets outside of the city's jurisdiction, such as Peoria County or IDOT-owned streets. If streets not under city jurisdiction are still indicated as a high priority, these streets have been deemed to have significant safety and/or connectivity deficiencies.

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 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 Bike Network Map

The map to the right shows the full future biking network, including proposed facility type and corresponding prioritization level. A description of each facility type, and detailed information for each segment of proposed new bike infrastructure are located on the following pages of this section.

Role as a Guiding Document

The future network and segmented information are intended to be used as a starting point for the city to explore how to add and improve bike infrastructure in the city, and inclusion of several potential routings can help the city leverage grant funding to implement a project. These proposed improvements have not been engineered or designed, nor are most currently programmed improvements. Thus, the exact type and location of future bike infrastructure may be different than what is proposed in this plan. Ultimately, it is expected that not every proposed bike facility will be built out exactly as described in this plan.

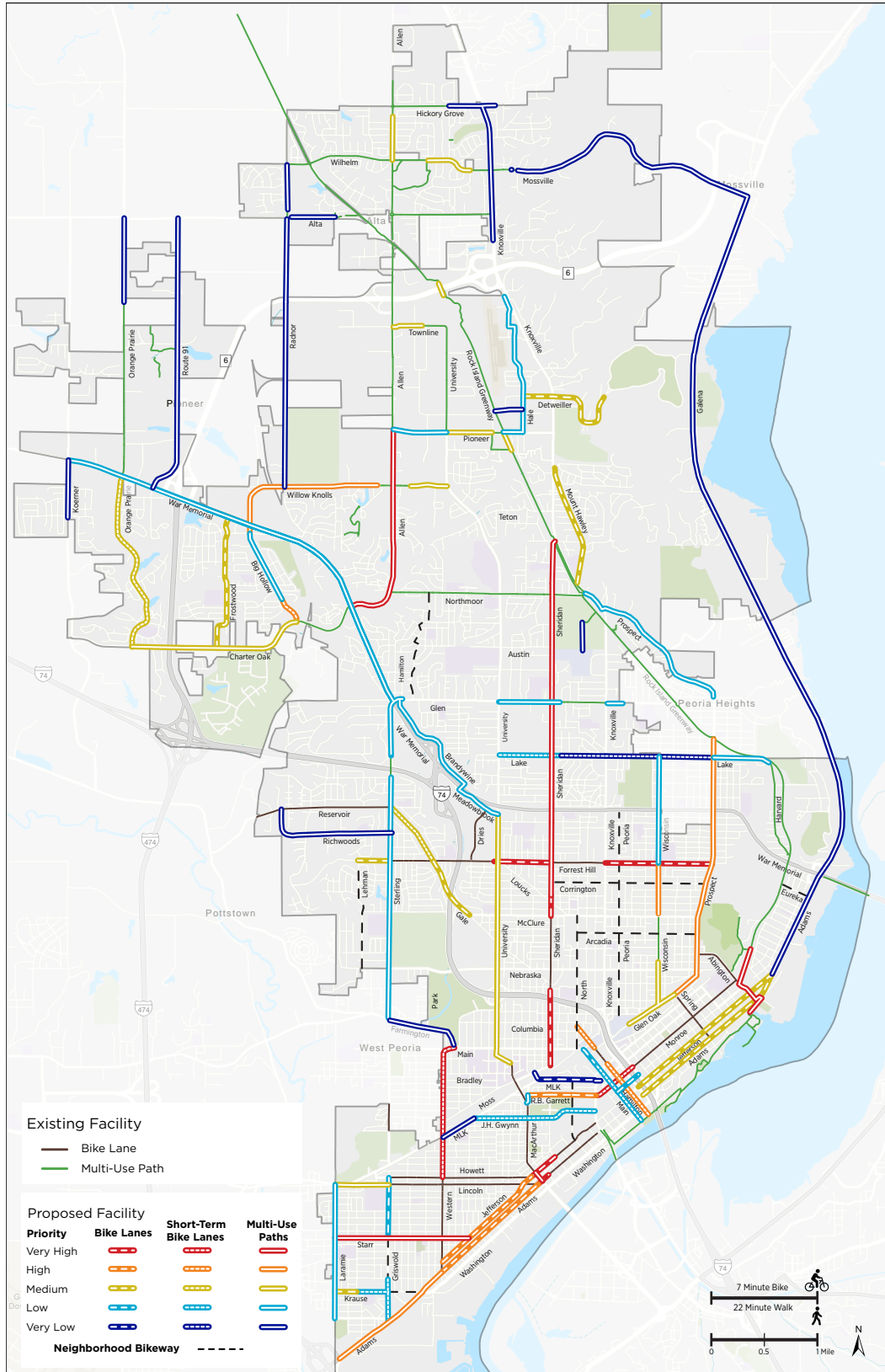
Suggested priority levels are included based on the inputs in the previous section. General guidance is to focus first on implementing highest priority projects, with the understanding that other projects with a lower priority can also be completed before all highest and high priority projects are completed. A common example is a street with a lower identified priority level that is programmed for reconstruction. In this case, it can make sense to add a bike facility while the street is being reconstructed, rather than waiting to retrofit the corridor at a later time to add a bike facility after the higher priority projects have been completed.

Some projects identified as a 'very low' priority along streets with surrounding land uses that have not been fully built out yet have been included with an intention to only be constructed if future development occurs along the corridor. Most of these examples are located in the far northwest areas of Peoria.

Project Delivery Process for City-Managed Projects

Peoria's Complete Streets Manual outlines the typical process for a street-related project on streets under city of Peoria jurisdiction, which is the anticipated process to be followed for most proposed projects in this plan under the city's jurisdiction. First, projects are identified to be included in the city's Community Investment Plan (CIP), where projects are budgeted for and approved by City Council, and where the public can provide feedback on the proposed budget. Initial design concepts are then developed, and depending on the project scope and budget, community engagement may take place. Formal project design is then completed, with any necessary coordination with other departments and agencies. Community engagement may take place during this stage. Bidding and contractor selection then follows, with a Phase 3 Construction Engineering Consultant overseeing the construction process. Regular maintenance is then managed by the city's Operations team, and Engineering evaluates the performance and safety of the completed street-related project.

Future Bike Network Map (All Facilities)



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 are often 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.

Future Multi-Use Paths Map

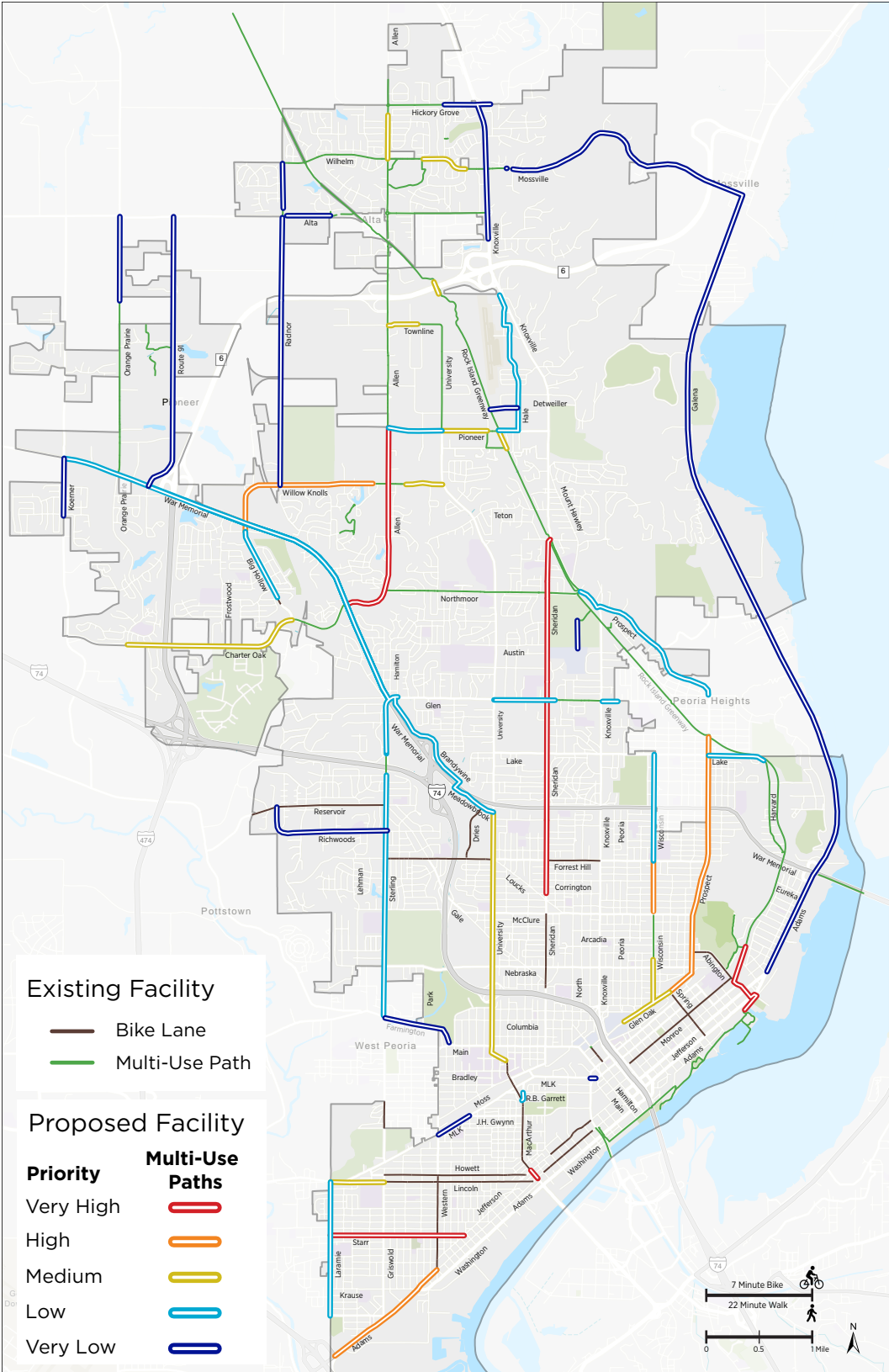


Table 4.1: Multi-Use Paths (MUP) Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	MUP	Rock Island Greenway	Park Ave to Abington St
Highest	MUP	Abington	Rock Island Greenway to Adams St
Highest	MUP	Rock Island Greenway	Abington St to Grant St
Highest	MUP	Sheridan	Hanssler Pl to Florence Ave
Highest	MUP	Sheridan	Florence Ave to Sherbrook Ln (S)
Highest	MUP	Sheridan	Sherbrook Ln (S) to Northmoor Rd
Highest	MUP	Sheridan	Northmoor Rd to Kellar Pkwy
Highest	MUP	Sheridan	Kellar Pkwy to Knoxville Ave
Highest	MUP	Starr	Laramie St to Jefferson Ave
Highest	MUP	Allen	War Memorial Dr to Northmoor Rd
Highest	MUP	Allen	Northmoor Rd to Pioneer Pkwy
High	MUP	Prospect	Lake Ave to London Ave
High	MUP	Prospect	London Ave to Glen Oak Ave
High	MUP	Wisconsin	Forrest Hill Ave to McClure Ave
High	MUP	Adams	Western Ave to Krause Ave
High	MUP	Adams	Krause Ave to I-474
High	MUP	Willow Knolls	Partridge Way to Willowlake Dr
High	MUP	Willow Knolls	West of Terra Vista Dr to University St
High	MUP	Glen Oak	Spring St to SW of Wayne St
Medium	MUP	Glen Oak	Prospect Rd to Spring St
Medium	MUP	Lincoln	MLK Dr to Griswold St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria Park District	\$\$	New multi-use path connection
City of Peoria/ Peoria Park District	\$\$\$	Reconstruct street - remove bike lanes and add multi-use path
Peoria Park District	\$\$	Add multi-use path
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Roadway reconfiguration - reallocate space to build multi-use path - W side preferable
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$	Multi-use path on W side. Evaluate necessity of SB right turn lane on Sheridan approaching Northmoor for potential additional space
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Reconstruct, multi-use path on one side
City of Peoria	\$\$	Multi-use path on SE side
City of Peoria	\$\$	Multi-use path on E side
City of Peoria	\$\$\$\$	Reconstruct road with one travel lane in each direction and center turn lane. Multi-use path on one side. Tie into Peoria Heights project and connect to Rock Island Greenway 3 blocks north
City of Peoria	\$\$\$\$	Reconstruct road, add multi-use path (preferably on the E side due to Glen Oak Hill); remove E parking lane and maintain W parking lane
City of Peoria	\$\$\$\$	Rebuild and add multi-use path on E side
City of Peoria	\$\$\$\$	Roadway reconfiguration and multi-use path on one side
IDOT	\$\$\$\$\$	Roadway reconfiguration from 6 lanes to 4, multi-use path on one side
Peoria County	\$\$	Extend multi-use path west on N side of street; cross War Memorial and tie into Big Hollow bike lanes south of Partridge
Peoria County	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on SE side
City of Peoria	\$\$	Multi-use path on SE side (preferable for up-hill direction); remove SE parking lane
IDOT	\$\$	Multi-use path on S side

Priority	Facility	Street Name	Approximate Start/End Locations
Medium	MUP	Lincoln	Laramie St to MLK Dr
Medium	MUP	Knoxville	Prospect Rd to 6035 Knoxville Ave
Medium	MUP	Pioneer Pkwy	Sommer St to University St
Medium	MUP	Townline	Allen Rd to Pioneer Rd
Medium	MUP	Rock Island Greenway	Candletree Dr to Pioneer Pkwy
Medium	MUP	Charter Oak	Big Hollow Rd to Orange Prairie Rd
Medium	MUP	Wilhelm	Northfield Ln to Geneva Rd
Medium	MUP	Allen	Wilhelm Rd to Miners Dr
Medium	MUP	Rock Island Greenway	IL-6 Underpass
Low	MUP	Laramine	IL-116 to Montana St
Low	MUP	Glen	Renwood Ave to Sheridan Rd
Low	MUP	Glen/Sterling	Lake Ave to Renwood Ave
Low	MUP	Glen	Knoxville Ave to Peoria Heights
Low	MUP	Lake	Prospect Rd to Harvard Ave
Low	MUP	Sterling	Westport Rd to Farmington Rd
Low	MUP	Pioneer Pkwy	Allen Rd to University St
Low	MUP	Pioneer Pkwy	Rock Island Greenway to Hale Ave
Low	MUP	Wisconsin/Boulevard	Lake Ave to Forrest Hill Ave
Low	MUP	Wisconsin	Glen Oak Ave to Kansas St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$\$\$	Explore roadway reconfiguration; multi-use path on S side
IDOT/Peoria Park District/Private	\$\$	New multi-use path connected to Prospect sidewalk (and later a multi-use path). Upgraded signalized crossing across Knoxville. Explore public-private partnership through parking lot to Rock Island Greenway. Option to continue path north on Knoxville to Northmoor as ALT to PPP
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path extension N side
Peoria Park District	\$\$\$	Multi-use path extension N side
Peoria County/ City of Peoria	\$\$	Multi-use path on north side of road - enhanced crossing at Big Hollow to shift path from S to N side - fewer obstacles on north side
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on E side
Peoria Park District/ IDOT	\$\$\$\$\$	New underpass under IL-6 to improve conditions from current space-constrained culvert
City of Peoria	\$\$\$\$	Reconstruct/narrow/curb street and add multi-use path - east side has fewer utility conflicts but either side is acceptable
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on N/W sides - significant property acquisition or road narrowing necessary along Sterling
City of Peoria	\$\$	Multi-use path on S side - coordinate with Peoria Heights for extension to business district/Rock Island Greenway
City of Peoria	\$\$\$	Multi-use path on N side
City of Peoria	\$\$\$\$	Multi-use path on W side; when rebuilding road - narrow lanes to 11 feet to make room without the need for property acquisition; speed limit reduction - explore roadway reconfiguration to 1 travel lane in each direction and center turn lane
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$\$\$	Rebuild and include multi-use path on E side
City of Peoria	\$\$\$\$	Rebuild and include multi-use path on E side

Priority	Facility	Street Name	Approximate Start/End Locations
Low	MUP	Prospect	Knoxville Ave to Peoria Heights
Low	MUP	Big Hollow	Partridge Way to Vinton Ave
Low	MUP	Richard Allen	MacArthur Hwy to Romeo B Garrett Ave
Low	MUP	Hale/Lindbergh	Pioneer Pkwy to 9315 N Lindbergh Dr
Low	MUP	War Memorial	Koerner Rd to IL-91
Low	MUP	War Memorial	Cheshire Dr to Big Hollow Rd
Low	MUP	War Memorial	Big Hollow Rd to Glen/Sterling
Low	MUP	War Memorial	IL-91 to Cheshire Dr
Low	MUP	Brandywine	Glen Ave to War Memorial Dr
Low	MUP	Meadowbrook	War Memorial Dr to University St
Lowest	MUP	Farmington	Sterling Ave to Main St
Lowest	MUP	Galena/Adams	Camblin Ave to Mossville Rd
Lowest	MUP	Alta	Radnor Rd to Attingham Park
Lowest	MUP	Mossville	Sleepy Hollow Rd to IL-29
Lowest	MUP	Galena	Mossville Rd to Detweiller Dr
Lowest	MUP	Koerner	War Memorial Dr to Sommer Pl
Lowest	MUP	Hickory Grove	Columbine Dr to Oakwood Dr
Lowest	MUP	MLK 1	Western Ave to John H Gwynn Jr Ave
Lowest	MUP	Richwoods	Reservoir Blvd to Sterling Ave
Lowest	MUP	Knoxville	Hickory Grove Rd to Ravinwoods Rd
Lowest	MUP	Orange Prairie	IL-91 to Existing multi-use path

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$\$	Multi-use path on S side. Coordinate w/ Peoria Heights for continuation - Heights portion may need to include road reconstruction to narrow lanes and footprint to add multi-use path on S side
Peoria County	\$\$\$	Long term goal to narrow road, remove bike lanes, and add multi-use path W side of street
City of Peoria	\$\$	Add multi-use path; tie in to MacArthur future multi-use path
City of Peoria	\$\$	Multi-use path on one side
IDOT	\$\$	Multi-use path on S side, at grade crossings at intersections
IDOT	\$\$	Multi-use path on S side
IDOT	\$\$\$	Multi-use path on one side
IDOT	\$\$\$\$\$	Standalone ped bridge near War Memorial bridge over 6. biggest physical obstacle is going over EB to SB on-ramp
IDOT/City of Peoria	\$\$	Multi-use path on one side
City of Peoria	\$\$	Multi-use path on one side
IDOT	\$\$\$	Multi-use path on one side
IDOT	\$\$\$	Multi-use path on one side
City of Peoria	\$\$	Multi-use path on N side
Peoria County	\$\$\$	Multi-use path on one side - preferably south side to tie into existing S side multi-use path at Sleepy Hollow - available space up/down hill is limited/challenging
IDOT	\$\$	Multi-use path on one side
Peoria County	\$\$	Multi-use path on one side
City of Peoria	\$\$	Extend N side multi-use path (can be dependent on development of NW & SE corners of Hickory Grove/Knoxville)
City of Peoria	\$\$\$	Multi-use path in place of parking lane
Peoria County	\$\$	Multi-use path one side; contingent on Sterling and surrounding bike projects being completed
IDOT	\$\$	Future multi-use path on west side in conjunction with future development - can be privately developed per parcel
City of Peoria	\$\$	Extend E multi-use path north; dependent on future development

Priority	Facility	Street Name	Approximate Start/End Locations
Lowest	MUP	Route 91	War Memorial Dr to Alta Ln
Lowest	MUP	Radnor	Wilhelm Rd to Existing multi-use path
Lowest	MUP	Radnor	Willow Knolls Dr to IL-6
Lowest	MUP	Radnor	IL-6 to Alta Ln
Lowest	MUP	MLK	W.M. Kumpf Blvd to Perry Ave
Lowest	MUP	Olympia	Hale Ave to Falcon Ct
Lowest	MUP	Olympia	Falcon Ct to Rock Island Greenway
Lowest	MUP	Donovan Park	Donovan Park to Rear of 5409 Knoxville Ave

Table 4.2: Network Segments With A Corridor Study Recommendation

Priority	Facility	Street Name	Approximate Start/End Locations	Primary Responsibility/Jurisdiction	Anticipated Cost per Mile
Medium	Corridor Study	University	I-74 to War Memorial Dr	City of Peoria	\$\$\$\$\$

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$\$	Future multi-use path as development occurs - can be privately driven
City of Peoria	\$\$	Multi-use path on E side to replace cycle track
Peoria County	\$\$	Multi-use path on one side; can be contingent on future development that spurs road reconstruction and annexation
Peoria County	\$\$	Future multi-use path as development occurs
City of Peoria	\$\$	Multi-use path next to single lane; cross Perry
City of Peoria	\$\$	Multi-use path on S side
City of Peoria/ Airport Authority	\$\$\$	Multi-use path to connect Olympia Dr and Rock Island Greenway - note parcel is owned by airport so any path likely will not be able to have lighting benches etc. along it. Coordinate with airport authority
Peoria Park District/ Private	\$\$\$	Path through park to Carle perimeter path - bridge/boardwalk needed to cross creek

Description of Potential Improvement

*Roadway reconfiguration with full multi-use path and frequent crossings across the corridor whether signalized or other controlled crosswalks. Corridor plan should investigate this recommendation further to evaluate impacts to the area that this plan has not analyzed. *Due to this plan's primary lens of looking for bike improvements, a full corridor plan/study to analyze this corridor in-depth is recommended. Corridor study should explore potential of narrowing road/reducing lanes to improve safety for all users, expanding sidewalks to multi-use paths or otherwise central business district-type wide sidewalks, and improving crossing conditions for the many ped/bike/bus riders in this area. Roadway reconfiguration/bike infrastructure recommendation should not be implemented along this corridor without comprehensive analysis.

Bike Lanes

On-street bike lanes are most appropriate in higher-density settings or places where the right-of-way is most limited. Permanent bike lanes have been recommended in areas where they will connect to other on-street bike lanes near downtown, leading to a relatively straightforward implementation and a higher priority in patching gaps in the bicycle infrastructure network. In areas outside of downtown, on-street bike lanes are recommended in spaces that are predominantly neighborhood collectors with lower traffic volumes, moderate traffic speeds, and adequate space to accommodate on-street bicycle infrastructure.

Future Bike Lanes Map

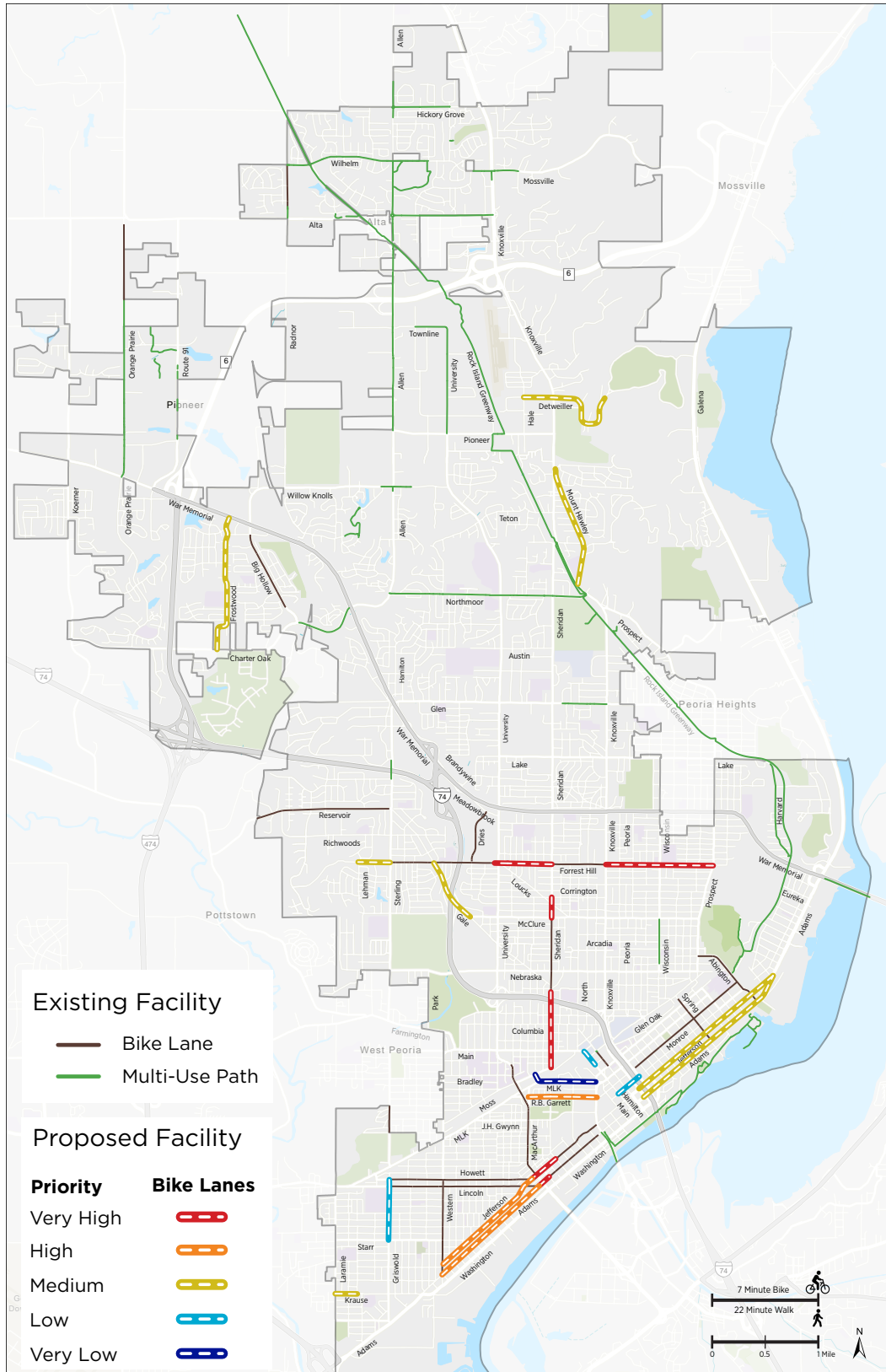


Table 4.3: Bike Lanes Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	Bike Lanes	Sheridan	Moss Ave to Richmond Ave
Highest	Bike Lanes	Sheridan	McClure Ave to Hanssler Pl
Highest	Bike Lanes	Adams	Pecan St to Lincoln Ave
Highest	Bike Lanes	Jefferson	Persimmon St to Howett St
Highest	Bike Lanes	Forrest Hill	Prospect Rd to Knoxville Ave
Highest	Bike Lanes	Forrest Hill	Sheridan Rd to Isabell Ave
Highest	Bike Lanes	Forrest Hill	Isabell Ave to W of University St
High	Bike Lanes	Adams	Lincoln Ave to Western Ave
High	Bike Lanes	Jefferson	Howett St to Garden St
High	Bike Lanes	Jefferson	Garden St to Western Ave
High	Bike Lanes	R.B. Garrett	W.M. Kumpf Blvd to Hightower St
High	Bike Lanes	R.B. Garrett	Hightower St to Richard Pryor Pl
High	Bike Lanes	R.B. Garrett	Richard Pryor Pl to Richard Allen Dr
Medium	Bike Lanes	Monroe	Spalding Ave to Abington St
Medium	Bike Lanes	Gale	Forrest Hill Ave to I-74
Medium	Bike Lanes	Gale	I-74 to West Virginia Ave

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$	Roadway reconfiguration and add buffered bike lanes
City of Peoria	\$	Bike lanes - take 1 parking lane (maintain 1 side of parking) for room within existing curb
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
City of Peoria	\$	Bike lanes - remove 1 of 2 parking lanes, narrow lanes from 13 ft to 11 ft, and add painted bike lanes both sides
City of Peoria	\$	Remove parking lane and stripe bike lanes - same curb-to-curb width (~30 feet) as section with bike lanes between Sheridan and Knoxville
City of Peoria	\$	Remove EB 2nd lane for bike lane; shared bike lane and right turn lane markings for WB direction; remove center turn lane at Isabell
IDOT/City of Peoria	\$	*Short-term: reallocate 1 travel lane to bike lane with parking lane buffer - maintains 2 parking lanes with 12-foot travel lane and 6-foot bike lane. *Explore 2-way conversion with 1 lane each direction and bike lane pair with Jefferson
City of Peoria	\$	*Short-term: reallocate 1 travel lane to bike lane with parking lane buffer - maintains 2 parking lanes with 12-foot travel lane and 6-foot bike lane. *Explore 2-way conversion with 1 lane each direction and bike lane pair with Adams
City of Peoria	\$	Convert one travel lane to a buffered bike lane
City of Peoria	\$	Convert 2 travel lanes to buffered bike lanes
City of Peoria	\$	Remove 1 travel lane and parking lane; add buffered/protected bike lanes
City of Peoria	\$	Remove 2 travel lanes; add buffered/protected bike lanes
City of Peoria	\$\$	Enhance existing bike lanes - switch parking lane/bike lane location to provide buffer, or eliminate 1 parking lane to provide space to buffer bike lanes with physical barrier - either delineators or curb with/without delineators on top of curb
City of Peoria	\$	Remove 1 traffic lane in each direction; create buffered bike lanes similar to Forrest Hill
City of Peoria	\$	Remove SB left turn lane to WB I-74 to shift travel lane on Gale to make room for bike lane. Convert NB right lane to bike lane and SB shoulder to bike lane

Priority	Facility	Street Name	Approximate Start/End Locations
Medium	Bike Lanes	Gale	West Virginia Ave to McClure Ave
Medium	Bike Lanes	Krause	Laramie St to Folkers Ave
Medium	Bike Lanes	Frostwood	War Memorial Dr to Charter Oak Rd
Medium	Bike Lanes	Forrest Hill	Sterling Ave to Lehman Rd
Medium	Bike Lanes	Adams	Camblin Ave to Fayette St
Medium	Bike Lanes	Jefferson	Camblin Ave to Fayette St
Medium	Bike Lanes	Mount Hawley	Knoxville Ave to Northgate Rd
Medium	Bike Lanes	Detweiller	Hale Ave to Oakridge Ln
Medium	Bike Lanes	Madison	Spalding Ave to Main St
Low	Bike Lanes	Main	Crescent Ave to Globe St
Low	Bike Lanes	Griswold	Starr St to Lincoln Ave
Low	Bike Lanes	Griswold	Lincoln Ave to Howett St
Lowest	Bike Lanes	MLK	Shipman St to W.M. Kumpf Blvd
Lowest	Bike Lanes	MLK	Moss Ave to Shipman St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$	Add painted bike lanes within existing road width
City of Peoria	\$	Remove 1 parking lane; add bike lanes and narrow travel lanes
City of Peoria	\$	Re-stripe and keep 1 parking lane; remove other narrow lanes as needed to fit 2 painted bike lanes
City of Peoria	\$	Narrow current 20-foot travel lanes to widen 3-foot shoulder to proper 6-foot wide buffered/protected bike lanes
IDOT	\$\$	Roadway reconfiguration; 1 bike lane paired with Jefferson. Long term explore 2-way conversion
IDOT	\$\$	Roadway reconfiguration; 1 bike lane paired with Adams. Long-term explore 2-way conversion
City of Peoria	\$	Widen existing shoulder to standard painted bike lane width
City of Peoria	\$\$	Repave; add bike lanes
City of Peoria	\$	Reallocate 1 lane both directions to buffered bike lane
City of Peoria	\$	Remove 1 travel lane, add bike lanes each direction
City of Peoria	\$	Add bike lanes
City of Peoria	\$	Narrow all 3 lanes to 11 ft; add 1 painted 5-6 foot bike lane
City of Peoria	\$	Convert right lane in each direction to buffered bike lane
City of Peoria	\$	Painted bike lanes, narrowed lanes

Short-Term Bike Lanes

Peoria's street network includes several corridors that are overbuilt for current traffic volumes, creating conditions that encourage high vehicle speeds and limit safe options for people biking or walking. To address immediate safety and connectivity needs, interim bike lanes can be added on select streets. These can be implemented quickly and at low cost while programming and allocating funding for permanent separated facilities, most often in the form of a multi-use path and reduced curb-to-curb street width. However, repaving or resurfacing a street might be necessary before re-striping if the pavement is in poor condition, which can add to project cost and time it takes to implement a project.

Why Interim Lanes?

- **Quick Build:** Re-striping and adding buffers or vertical delineators can be done rapidly and inexpensively.
- **Safety Gains:** Narrowing travel lanes and reallocating space reduces speeding and improves crossing conditions.
- **Connectivity:** These corridors fill critical gaps in the bike network until long-term projects are funded.

High Priority Streets

Western Ave - Farmington Rd to Howett St

- Wide cross-section with excess capacity.
- High-speed traffic and limited bike accommodations.
- Significant existing safety concerns with numerous bicycle fatalities in recent years

Monroe St - Spalding Ave to Main St

- Key connector between residential areas and downtown.
- Supports short-term safety improvements for vulnerable users.
- Underutilization of existing street footprint

Monroe St - Main St to Fulton St

- Downtown segment with strong potential to better serve various modes of transportation in a central business district.
- Future vision includes off-street cycle track or multi-use path.
- Underutilization of existing street footprint

Design Approach

- **Re-striping:** Convert one or two travel lanes in each direction to buffered bike lanes.
- **Vertical Delineation:** Add low-cost posts or curbs to reinforce separation.

Future Vision:

- Seek grant or capital funding to reconstruct these corridors with narrower widths and dedicated off-street facilities.

Future Short-Term Bike Lanes Map

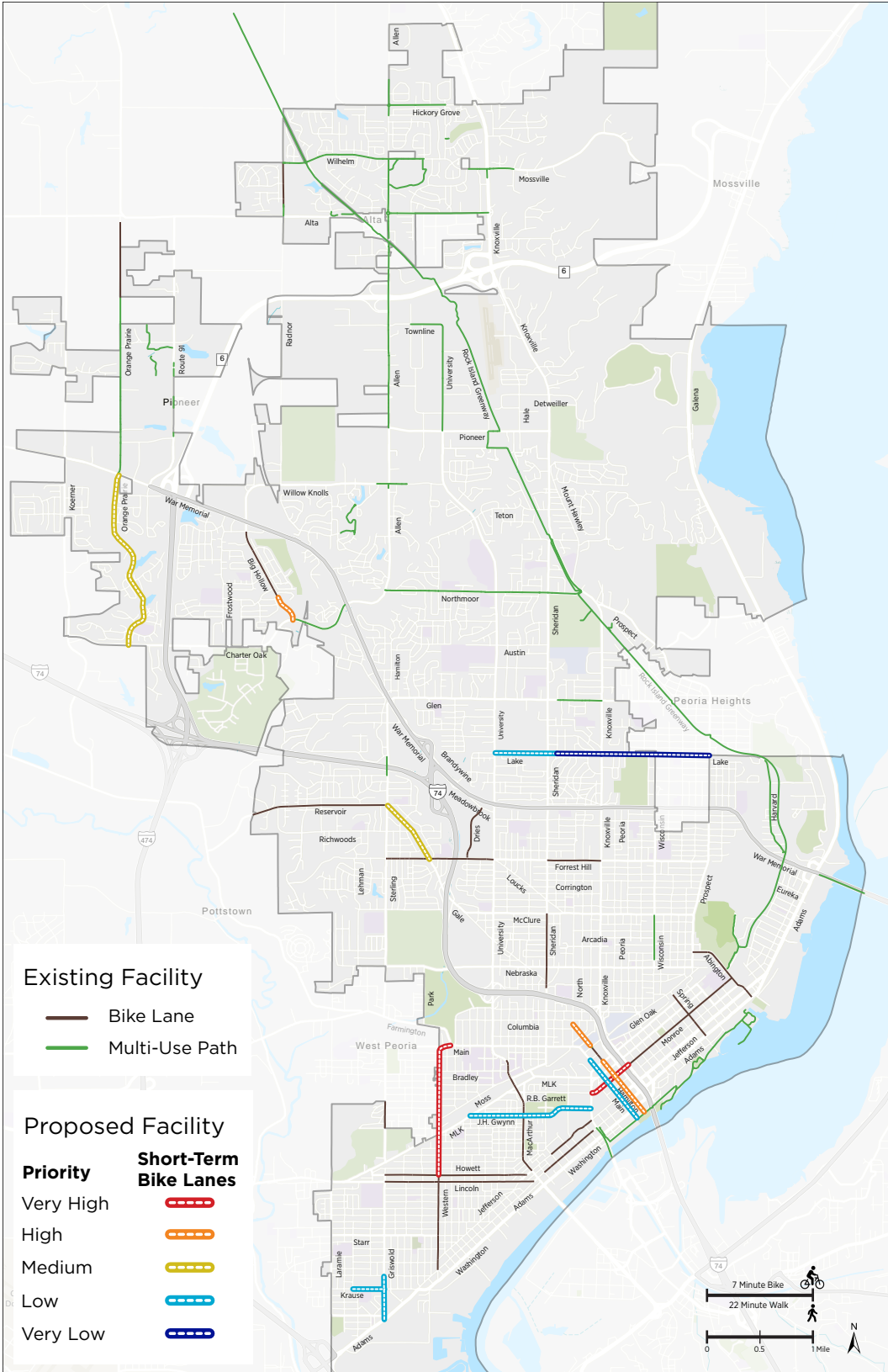


Table 4.4: Short-Term Bike Lanes Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	Short-Term Bike Lanes	Western	Farmington Rd to Howett St
Highest	Short-Term Bike Lanes	Monroe	Spalding Ave to Main St
Highest	Short-Term Bike Lanes	Monroe	Main St to Fulton St
Highest	Short-Term Bike Lanes	Monroe	Fulton St to W.M. Kumpf Blvd
High	Short-Term Bike Lanes	Orange Prairie	War Memorial Dr to Charter Oak Rd
High	Short-Term Bike Lanes	Big Hollow	Charter Oak Rd to Vinton Ave
High	Short-Term Bike Lanes	Hamilton	Water St to Glendale Ave
High	Short-Term Bike Lanes	Hamilton	North St to Crescent Ave
Medium	Short-Term Bike Lanes	Gale	Sterling Ave to Forrest Hill Ave
Low	Short-Term Bike Lanes	Gwynn	Sterling Ave to Forrest Hill Ave

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$ / \$\$\$\$\$*	Short-term: emulate existing 1 block section between Lincoln and Howett - roadway reconfiguration to 1 travel lane in each direction and center turn lane, and add buffered bike lanes on both sides without changing roadway footprint. Long-term: roadway reconfiguration to 1 travel lane in each direction and center turn lane, and move curbs in to widen one/both sidewalks to multi-use path. *add crosswalks at every block; RRFBs/controlled crosswalks at select blocks
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes, shift parking in, and add buffered bike lane between curb and parking. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert angle parking to parallel parking buffered bike lane between parking and curb. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes to buffered bike lane. Maintain dedicated WB to SB left turn lane. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert right lane in each direction to buffered bike lane. *Candidate for multi-use path in conjunction with road narrowing
Peoria County	\$ / \$\$\$*	Re-stripe center turn lane to convert to bike lanes - same as further north. Recommend lowering speed limit on entire stretch of Big Hollow. *Long-term to add multi-use path W side of street
City of Peoria	\$ / \$\$\$\$\$*	Replace 1 travel lane in each direction with protected bike lane (could include parking lane-protected bike lane). *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Remove 1 travel lane in each direction and replace with buffered bike lane. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
Peoria County/ City of Peoria	\$ / \$\$\$*	Remove north parking lane narrow lanes 1 foot each to 11 feet add 5 foot bike lanes both sides of street. *Long-term candidate for multi-use path in conjunction with removing 1 parking lane and moving curb in
City of Peoria	\$ / \$\$\$\$\$*	Interim stripe bike lanes to narrow lane width - remove 1 parking lane where needed. *Long term goal for road reconstruction to narrow road footprint and widen N sidewalk to multi-use path

Priority	Facility	Street Name	Approximate Start/End Locations
Low	Short-Term Bike Lanes	Main	Water St to Globe St
Low	Short-Term Bike Lanes	Krause	Folkers Ave to Griswold St
Low	Short-Term Bike Lanes	Griswold	Grinnell St to Adams St
Low	Short-Term Bike Lanes	Lake	University St to Pleasant Ridge Ct
Lowest	Short-Term Bike Lanes	Lake	Pleasant Ridge Ct to Knoxville Ave
Lowest	Short-Term Bike Lanes	Lake	Knoxville Ave to Boulevard Ave
Lowest	Short-Term Bike Lanes	Lake**	Boulevard Ave to Prospect Rd

* The first "\$" is the estimated cost for the initial short-term improvement, while the second "\$" is the estimated

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$ / \$\$\$\$*	Replace 1 travel lane in each direction with protected bike lane (could include parking lane-protected bike lane). *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$*	Add bike lanes. *Candidate for multi-use path on north side of street - long term move curb(s) in
City of Peoria	\$ / \$\$\$*	Remove 1 parking lane, add bike lanes both sides. *Candidate for multi-use path long-term move curb in and multi-use path located where SB parking lane is today to avoid utility conflict
City of Peoria	\$ / \$\$\$\$*	Reallocate 2 lanes to buffered or protected bike lanes. *Candidate for multi-use path in conjunction with road narrowing
City of Peoria	\$ / \$\$\$*	Narrow lanes to 11 ft, add 5-foot bike lanes. *Candidate for multi-use path
City of Peoria	\$ / \$\$\$*	Narrow lanes to two 11 ft lanes; 1 parking lane; two five foot-wide bike lanes. *Candidate for multi-use path in conjunction with road narrowing
Village of Peoria Heights	\$ / \$\$\$*	Narrow lanes to two 11 ft lanes; 1 parking lane; two five foot-wide bike lanes. *Candidate for multi-use path in conjunction with road narrowing. **In Peoria Heights

ted cost for the longer-term, permanent goal.

Neighborhood Bikeways

Neighborhood bikeways are low-stress corridors designed to make biking and walking safer and more comfortable on lower traffic volume and residential streets. These routes prioritize people over cars by using traffic-calming measures, wayfinding, and improved crossing conditions across major roads to create a connected network that links neighborhoods to key destinations such as schools, parks, and commercial areas.

These types of improvements are typically less expensive than constructing dedicated bike infrastructure like bike lanes or multi-use paths. Streets that are included as proposed neighborhood bikeways have been deemed to have a better return on investment for a lower-cost neighborhood bikeway as opposed to a multi-use path or bike lanes. The street environment with narrower street cross-sections with lower traffic volumes also make on-street biking more conducive to the general public, and slowing vehicles down can further improve the safety and comfort for those who are biking on these streets.

Top Candidate Streets for Neighborhood Bikeways:

- North Street - McClure Avenue to Main Street – Provides a direct connection between neighborhoods and downtown; currently, low traffic volumes make it ideal for calming measures.
- Peoria Avenue - War Memorial Drive to Pennsylvania Avenue – Links key destinations and offers an alternative to high-speed arterials; needs enhanced crossings at major intersections
- Corrington Avenue - Sheridan Road to Prospect Avenue – Serves a residential neighborhood with numerous connections to local north-south streets, connecting residents to proposed north-south bike connections on Sheridan, Peoria, Wisconsin, and Prospect, while providing an opportunity to explore improved crossing conditions across Knoxville.

Future Neighborhood Bikeways Map

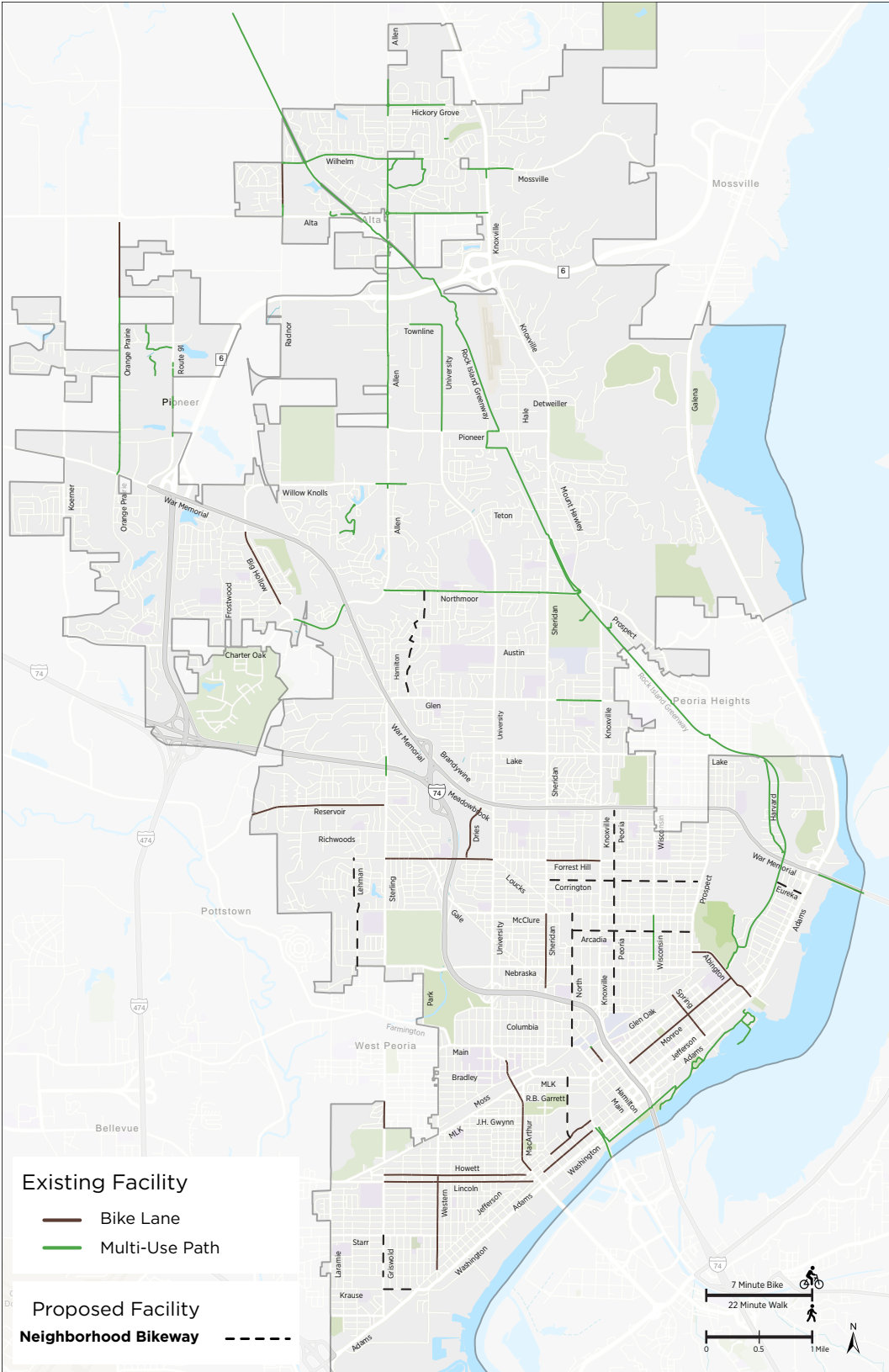


Table 4.5: Neighborhood Bikeways Priority Network

Priority	Facility	Street Name	Approximate Start/End Locations
High	Neighborhood Bikeway	North	McClure Ave to Main St
High	Neighborhood Bikeway	Peoria	War Memorial Dr to Pennsylvania Ave
High	Neighborhood Bikeway	Corrington	Sheridan Rd to Prospect Rd
Medium	Neighborhood Bikeway	Eureka	Rock Island Greenway to Adams St
Medium	Neighborhood Bikeway	Hamilton/Renwood/ Austin/Ronald	Northmoor Rd to Glen Ave
Low	Neighborhood Bikeway	Krause	Griswold St to Adams St
Low	Neighborhood Bikeway	Griswold	Grinnell St to Starr St
Low	Neighborhood Bikeway	Arcadia	North St to Prospect Rd
Low	Neighborhood Bikeway	Hightower	MLK Dr to Jefferson Ave
Low	Neighborhood Bikeway	Lehman	Nebraska Ave to Forrest Hill Ave

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$	Traffic calming, lane delineation
City of Peoria	\$	Traffic calming, bike prioritization at intersections, limit through traffic
City of Peoria	\$	Bike prioritization and signalization at major intersections, traffic calming. Specifically explore signalization of Corrington/Knoxville intersection to facilitate safer improved connections across Knoxville
City of Peoria	\$	Bike wayfinding between Rock Island Greenway and McClugage Bridge path
City of Peoria	\$	Traffic calming at intersections, clear bike wayfinding, improved crossings at Northmoor and Glen
City of Peoria	\$	Traffic calming, bike wayfinding, continuation of proposed dedicated facilities west of Griswold at narrower street cross-section where costs of widening/acquisition to add dedicated facility outweighs benefit
City of Peoria	\$	Bike wayfinding, sharrows/signage, reduce speed limit to 20-25. Continuation of proposed dedicated facilities north of Starr and south of Grinnell at a narrower street cross-section where costs of widening/acquisition to add dedicated facility outweighs benefit
City of Peoria	\$	Improved crossings across Knoxville, potential signalization
City of Peoria	\$	Traffic calming, lane delineation
City of Peoria	\$	Traffic calming

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 4.5 lists the highest priority projects for Peoria.

Highest and High Priority Bike Projects Map

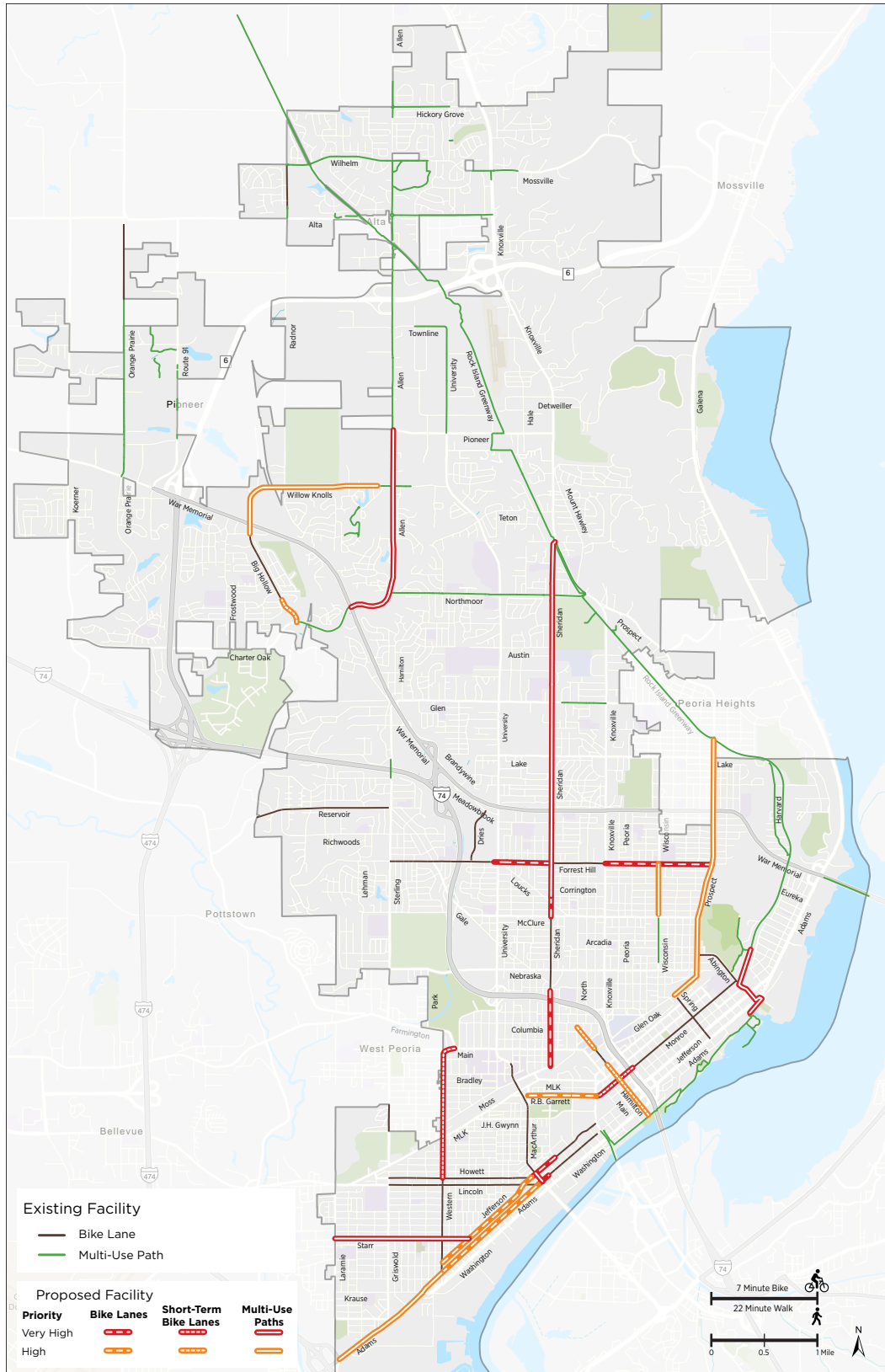


Table 4.6: Priority Network - Top Projects List

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	MUP	Rock Island Greenway	Park Ave to Abington St
Highest	MUP	Abington	Rock Island Greenway to Adams St
Highest	MUP	Rock Island Greenway	Abington St to Grant St
Highest	MUP	Sheridan	Hanssler Pl to Florence Ave
Highest	MUP	Sheridan	Florence Ave to Sherbrook Ln (S)
Highest	MUP	Sheridan	Sherbrook Ln (S) to Northmoor Rd
Highest	MUP	Sheridan	Northmoor Rd to Kellar Pkwy
Highest	MUP	Sheridan	Kellar Pkwy to Knoxville Ave
Highest	MUP	Starr	Laramie St to Jefferson Ave
Highest	MUP	Allen	War Memorial Dr to Northmoor Rd
Highest	MUP	Allen	Northmoor Rd to Pioneer Pkwy
Highest	Bike Lanes	Sheridan	Moss Ave to Richmond Ave
Highest	Bike Lanes	Sheridan	McClure Ave to Hanssler Pl
Highest	Bike Lanes	Adams	Pecan St to Lincoln Ave
Highest	Bike Lanes	Jefferson	Persimmon St to Howett St
Highest	Bike Lanes	Forrest Hill	Prospect Rd to Knoxville Ave
Highest	Bike Lanes	Forrest Hill	Sheridan Rd to Isabell Ave
Highest	Bike Lanes	Forrest Hill	Isabell Ave to W of University St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria Park District	\$\$	New multi-use path connection
City of Peoria/ Peoria Park District	\$\$\$	Reconstruct street - remove bike lanes and add multi-use path
Peoria Park District	\$\$	Add multi-use path
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Roadway reconfiguration - reallocate space to build multi-use path - W side preferable
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$	Multi-use path on W side. Evaluate necessity of SB right turn lane on Sheridan approaching Northmoor for potential additional space
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Reconstruct, multi-use path on one side
City of Peoria	\$\$	Multi-use path on SE side
City of Peoria	\$\$	Multi-use path on E side
City of Peoria	\$	Roadway reconfiguration and add buffered bike lanes
City of Peoria	\$	Bike lanes - take 1 parking lane (maintain 1 side of parking) for room within existing curb
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
City of Peoria	\$	Bike lanes - remove 1 of 2 parking lanes, narrow lanes from 13 ft to 11 ft, and add painted bike lanes both sides
City of Peoria	\$	Remove parking lane and stripe bike lanes - same curb-to-curb width (~30 feet) as section with bike lanes between Sheridan and Knoxville
City of Peoria	\$	Remove EB 2nd lane for bike lane; shared bike lane and right turn lane markings for WB direction; remove center turn lane at Isabell

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	Short-Term Bike Lanes	Western	Farmington Rd to Howett St
Highest	Short-Term Bike Lanes	Monroe	Spalding Ave to Main St
Highest	Short-Term Bike Lanes	Monroe	Main St to Fulton St
Highest	Short-Term Bike Lanes	Monroe	Fulton St to W.M. Kumpf Blvd

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$ / \$\$\$\$\$*	Short-term: emulate existing 1 block section between Lincoln and Howett - roadway reconfiguration to 1 travel lane in each direction and center turn lane, and add buffered bike lanes on both sides without changing roadway footprint. Long-term: roadway reconfiguration to 1 travel lane in each direction and center turn lane, and move curbs in to widen one/both sidewalks to multi-use path. *add crosswalks at every block; RRFBs/controlled crosswalks at select blocks
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes, shift parking in, and add buffered bike lane between curb and parking. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert angle parking to parallel parking buffered bike lane between parking and curb. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes to buffered bike lane. Maintain dedicated WB to SB left turn lane. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk

05

Implementation Guide

This chapter includes a street typology toolkit, a non-infrastructure plan, and grant and funding strategies to help guide the city and other agencies towards a successful implementation of the proposed new bike infrastructure and other aspects included in this plan. Information provided in this chapter is based on national best practices and recommendations from the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and other related agencies.



Bike Audit group crossing traffic at University Street

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, but are not limited to: "A Resident's Guide for Creating Safer Communities for Walking and Biking," "Noteworthy Local Policies That Support Safe and Complete Pedestrian and Bicycle Networks," and "Road Diet Informational Guide."

In many communities across the country today, infrastructure supporting active multi-modal transportation is limited in many areas. Numerous major streets designed primarily for high-speed motorized traffic running through or between neighborhoods make walking and biking feel unsafe and uncomfortable. Some of these streets can be retrofitted or redesigned to include separated pedestrian and bicycle infrastructure and improved crossing opportunities for people on foot or bike, which improves 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. Designers should design pedestrian and bicycle facilities, as well as roadway crossings, with these factors in mind to ensure the facilities will be fully utilized.

Some areas of Peoria are challenging to make space for biking infrastructure, as space can be limited. Other areas include wide streets and ample right-of-way (ROW) that can be adjusted to include infrastructure that supports better connected and safer biking (or walking) opportunities, and better serve the needs of today's population. Detailed information on design considerations for the proposed infrastructure introduced in this plan, along with other considerations like roadway reconfigurations and intersection treatments to support the effective implementation of proposed infrastructure is included in this section.

Roadway Reconfigurations

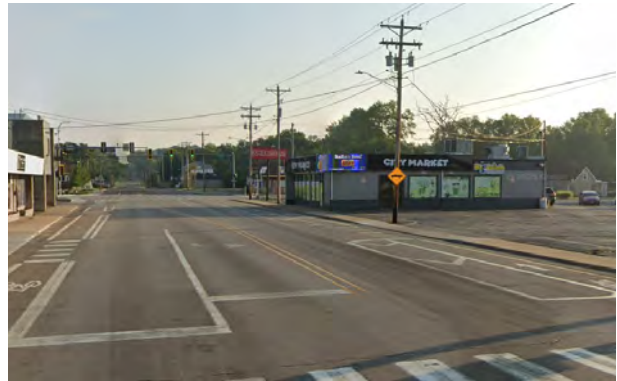
Where lane adjustments or other types of reallocation of street space is recommended, national best practices and results from other cities in the US is incorporated with guidance from the Federal Highway Administration (FHWA).. This guidance is based on an existing four-lane road being reduced to one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

- Streets under 10,000 ADT are often excellent candidates for roadway reconfigurations 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 roadway reconfigurations 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 roadway reconfigurations 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 roadway reconfiguration, but are most often considered for a roadway reconfiguration only when significant safety concerns are present along the corridor. This plan does not include roadway reconfiguration recommendations on streets over 20,000 ADT.



Example of a roadway reconfiguration on Western Ave.



Bike Lanes

Bike lanes should have a minimum width of 5 feet, with a preferred width of 7 feet. These suggested widths are in conformance with IDOT standards. Bike lanes are most appropriate on streets with only one travel lane in each direction, and with low to moderate traffic speeds and volumes. Conventional painted bike lanes are not appropriate on multi-lane roads, or on streets with high design speeds (typically over 30 mph). On major streets, bike lanes should either have a physical barrier between the bike lane and vehicle lanes, or be moved to an off-street facility like a multi-use path.



Example of a bike lane on Forrest Hill Ave.

Some streets within the study area have the existing pavement width to accommodate bike lanes. While on-street bike lanes are often cheaper to install than separated facilities, they do not offer the same level of comfort as off-street facilities. On-street bike lanes should only be installed on collector-type streets to improve the likelihood of use, safety, and return on investment. Bike lanes should be continued through intersections, and may be marked with hashed green paint where a turn lane might intersect a bike lane through an intersection.

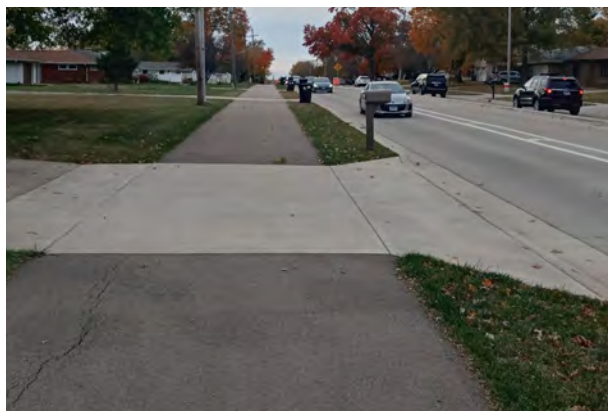
Buffered and Protected Bike Lanes

Wherever space allows and/or street characteristics warrant, bike lanes should have a buffer between the bike lane and the vehicle lane. To maximize the safety and comfort of all road users, buffers should include vertical delineation and/or physical barriers, but may be as simple as a buffer of 2 – 4 feet of painted separation. The inclusion of one or more of vertical delineators (“flexposts”), curbs, concrete walls, planter boxes, or landscaped strips are all examples of buffers with varying levels of protection.



Buffered bike lane

Multi-Use Paths



An example of a multi-use path along Glen Ave.

A dedicated multi-use path should be a minimum width of 8 feet, with a preferred width of 10 to 14 feet wide for optimal use and comfort of those traveling in both directions, and total width depending on available space, project budget/cost, and type of street the path is located along (if any). These recommendations are in conformance with IDOT and FHWA standards. Multi-use paths provide the most comfortable biking experience and can also be used by pedestrians, wheelchair users, and others using micromobility devices.

Adequate space within the 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 many locations in Peoria where a path is recommended where space is not available for a large buffer between the path and street, and a common goal the city tries to reach is a 3- to 5-foot-wide buffer. 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.

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

Short-Term Bike Lanes

Bike lanes are only suitable for a limited number of streets in Peoria. However, some streets have been identified as good candidates for short-term, interim bike lanes because they are relatively inexpensive and quick to install, and because some streets are overbuilt for current transportation needs. These interim lanes can be installed while funding is allocated or secured for a more permanent off-street facility in the future.

It is important to note that existing pavement must be in acceptable condition for effective striping. Mill and overlay repaving, or resurfacing a street may be necessary before re-striping, which can add to project cost and time it takes to implement a project. Additionally, when a street is being repaved, this offers an excellent opportunity to re-stripe the street to better allocate space based on the needs of today's population.

Most streets included in the short-term bike lanes category have a major immediate safety and/or connectivity need, that can be somewhat improved through low-cost, quick build measures, that often include re-striping as the primary or only intervention for now. These streets are overbuilt for today's needs, which encourage motorists to travel at high speeds, do not provide dedicated space for those biking or wishing to bike, and create dangerous crossing conditions for everyone due to the significant distance needed to cross a road with high-speed cars.

Re-striping to reallocate one or two travel lanes in each direction to buffered bike lanes can help mitigate some of these concerns. Adding vertical delineators is an additional low-cost step that can help clearly mark where space for cars and bikes are located. Yet, these solutions are not ideal as a "final facility," and effort should be made to seek grant funding or allocate capital funding to reconstruct these streets with a narrower width and a dedicated off-street facility (most often a multi-use path, or an off-street cycle track in select downtown locations). This strategy can also be used to improve safety on streets that the city plans to reconstruct in the next several years.



Lower cost roadway reconfiguration to add buffered bike lane on Forrest Hill Ave.

Downtown Cycle Tracks

Along a few streets noted under the Short-Term Bike Lanes section, notably Hamilton Boulevard downtown, the off-street facility most appropriate has been determined to be a cycle track as part of a widened sidewalk. Given that existing sidewalks downtown are already wide, simply delineating a multi-use path is less appropriate. These cycle tracks, as found in other cities in the US, are typically painted green along a portion of the sidewalk dedicated for bikes. A typical section includes space for pedestrians closest to buildings along the street, a row of trees or other landscaping, and a space for bikes with bike symbols painted on green strips closest to the street. These are preferred to be bi-directional on one side of the street, and must be accompanied by dedicated bike signals at signalized intersections, which should include signals for vehicles that restrict turning movements into the bikeway crossing while the bike signal is green.



Cycle track example

Neighborhood Bikeways

Neighborhood Bikeways typically follow streets with lower traffic volumes and speeds, making them ideal for families, new riders, and anyone seeking a calmer alternative to busier roads. Improvements may include:

- Directional signage and pavement markings to guide users and reinforce the presence of people biking.
- Traffic-calming treatments such as the regular occurrence of speed humps, curb extensions, or mini-roundabouts to discourage cut-through traffic and reduce vehicle speeds. Recurring design elements create familiarity for drivers and bicyclists alike to provide a sense of wayfinding and a definition of space to guide bicyclists throughout a corridor.
- Enhanced crossings at major streets with bicycle priority to improve safety and connectivity, such as advanced stop lines, dedicated bike signals, actuated signals, bicycle accessible push buttons, and controlled crossings at major intersections

This approach leverages existing streets to build a citywide network quickly and cost-effectively, while complementing other bikeway types like bike lanes and multi-use paths. Over time, additional enhancements can be layered in to further improve comfort and safety.



Examples of neighborhood bikeways

Crossing Treatments

Where bike infrastructure crosses through a major intersection, crosses a major road at an unsignalized intersection, or crosses at a mid-block location, signalization or other enhanced crosswalk treatments should be evaluated for installation. Where signalization is not feasible, crosswalk treatments could include a combination of flashing lights or RRFBs, HAWK signals, 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. Thus, refuge islands at unsignalized crossings are especially imperative on multi-lane roads.

Bike infrastructure crossing through signalized intersections should have actuated signals wherever possible, to reduce the amount of time needed to wait to cross through the intersection for someone biking (or walking). Signals are ultimately present to provide safer crossing opportunities, and requiring users to wait significant amounts of time can encourage people walking or biking to not use signals and instead cross streets against a red light or at unsignalized intersections, negating the benefit of providing a signalized crosswalk. Actuated signals can be push-button activated, and the city can also explore upgrading signal detection devices to better detect bikes in the street automatically, rather than requiring the bicyclist on the street to activate a push button.

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 signaling the slip lane and prohibiting right turns on red, at least with signage that prohibits right turns on red when pedestrians or bicyclists are present. In the longer term, the city and partner agencies should explore phasing out slip lanes from intersections.



Examples of crossing treatments

Non-Infrastructure Plan

Wayfinding signage

Clear wayfinding signage should be included along both new and existing bike infrastructure, including directional arrows and mileage/minutes to notable destinations or other trail connections. Many existing signed bike routes in Peoria currently exist primarily for wayfinding for people biking to take the most direct route using local streets to reach destinations. However, many of these bike route signs are in disrepair and lack signage to notable destinations or other connections. Bike route signage should be updated throughout the city's bike routes to improve wayfinding capabilities and should also be added to both existing and future dedicated bike infrastructure projects.



Wayfinding signage from NACTO with approximate biking times and distances

Access Management Recommendations

The city is encouraged to adopt an updated access management policy to improve conditions of bikeways (and walkways) along the city's streets. Where linear bike infrastructure is present, driveways and curb cuts along the street and through the bike infrastructure should be limited, to reduce vehicular conflict with people biking (or walking). Whenever significant street construction or reconstruction occurs, and whether it includes new or existing bike infrastructure, 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 corridors with non-residential activity, 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 city of Peoria already requires bicycle parking for new private developments that are required to provide vehicle parking. The city 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 the city. 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.



Examples of high-quality bike racks

Education Campaigns

New types of bike infrastructure, or treatments the public is otherwise unfamiliar with, can benefit from increased signage on how to use it when it is first installed. Examples may include two-way cycle tracks or HAWK signals. Two-way cycle tracks should include dedicated bike signals and vertical delineation along with paint to clearly indicate its proper use, so bikes, parked cars, and traveling cars all know how to operate along or near the cycle track. HAWK signals can be accompanied by signage indicating to stop on a red signal, or can be replaced with actuated traditional traffic signals if public confusion persists. Conversely, the city can consider installing pedestrian/bike-actuated signals to begin with rather than HAWK signals to minimize confusion. These signals can remain in the “green” phase for vehicles at all times except when a bike/pedestrian is detected or pushes the pedestrian button.

Temporary Improvements

When debating whether to add bike infrastructure to a street or otherwise redesign or reallocate space in the public right-of-way (ROW), 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.
- Roadway reconfigurations 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.
- The addition of temporary bike lanes with a combination of re-striping, signage, or vertical delineators, before a multi-use path or other off-street facility is constructed.

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 City of Peoria, Peoria County, Peoria Park District, 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, and identified in a Safety Action Plan. Some locations in Peoria have been identified in the Tri-County Comprehensive Safety Action Plan completed in summer 2025, and these projects could be eligible for Implementation Grants in the 2026 SS4A funding cycle.

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 facility. This money 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 annual grant funding cycles 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 (SRTS), 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.

Closing Remarks

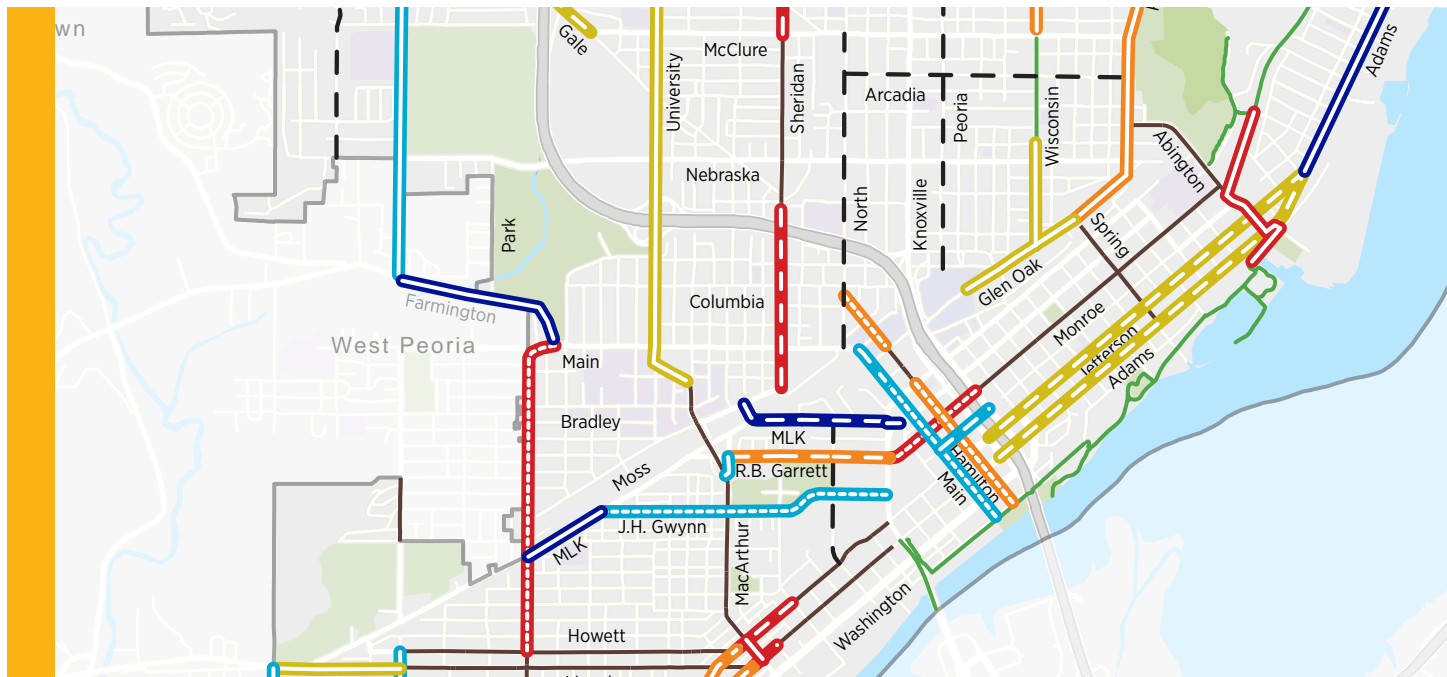
The City of Peoria should use this plan document to map projects by funding source and review each program and updated timelines on an annual basis. The review of the programs annually will aide the community in finding funding dollars for an applicable program and being prepare for the application window.

By using this plan as a guiding document, the city can begin strategic coordination with partner agencies and implementation of bike-related projects to improve mobility for everyone in Peoria.

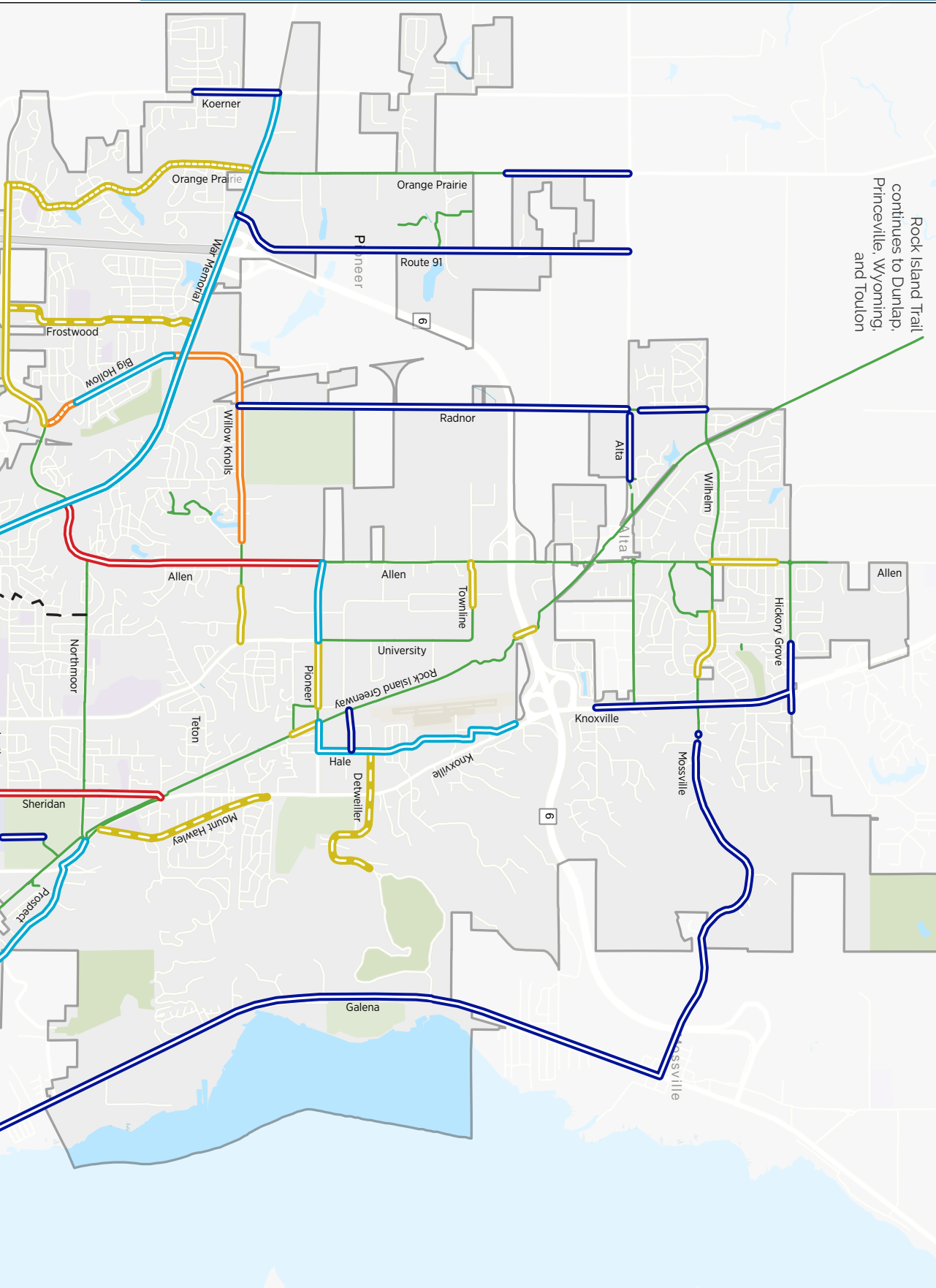
Appendix

Bike Network Maps

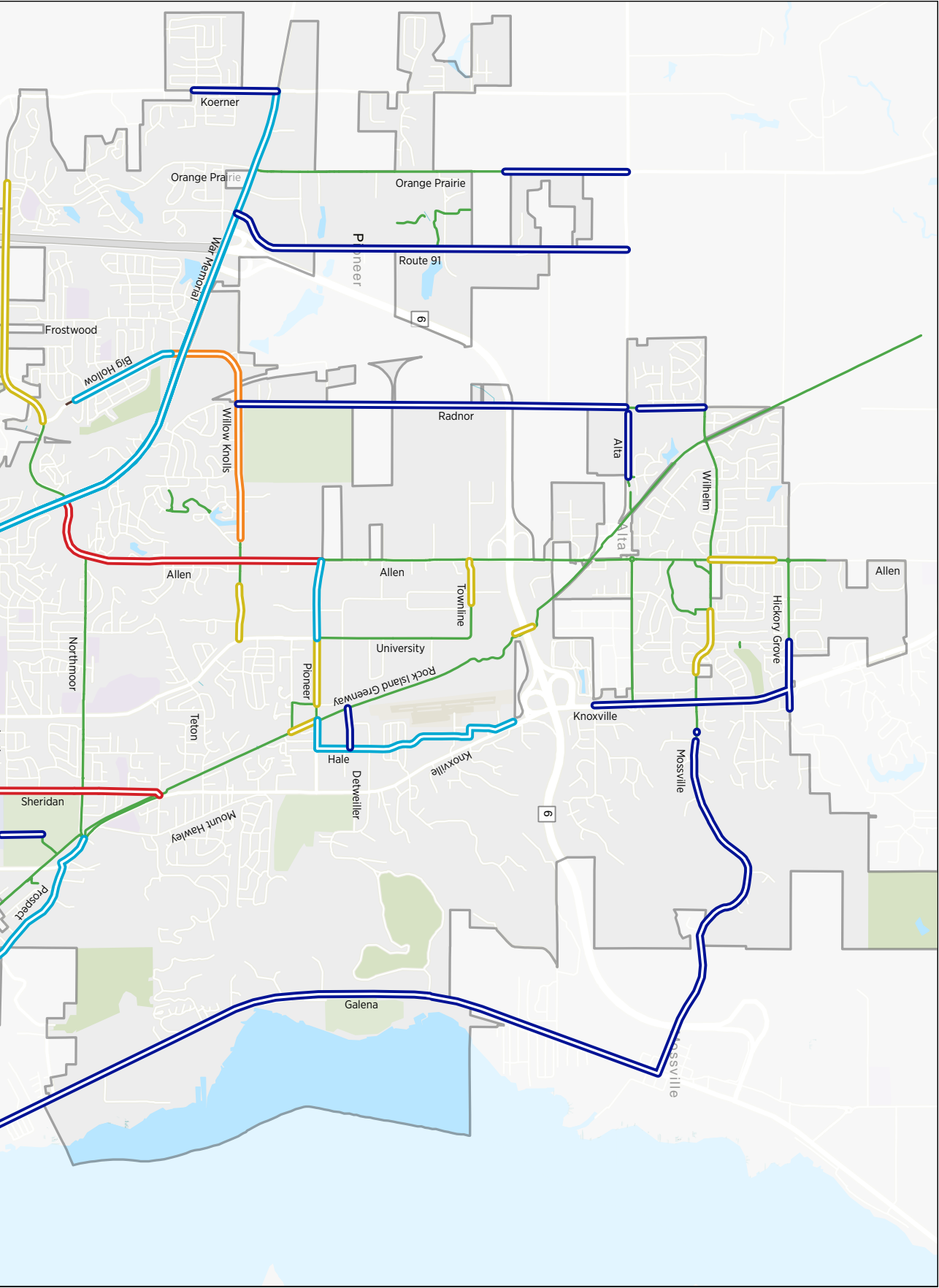
Maps of the full future bike network, as well as maps denoting specific maps by facility type and prioritization are all included in this Appendix for convenience. The full list of segmented project information by facility type and priority is also included.



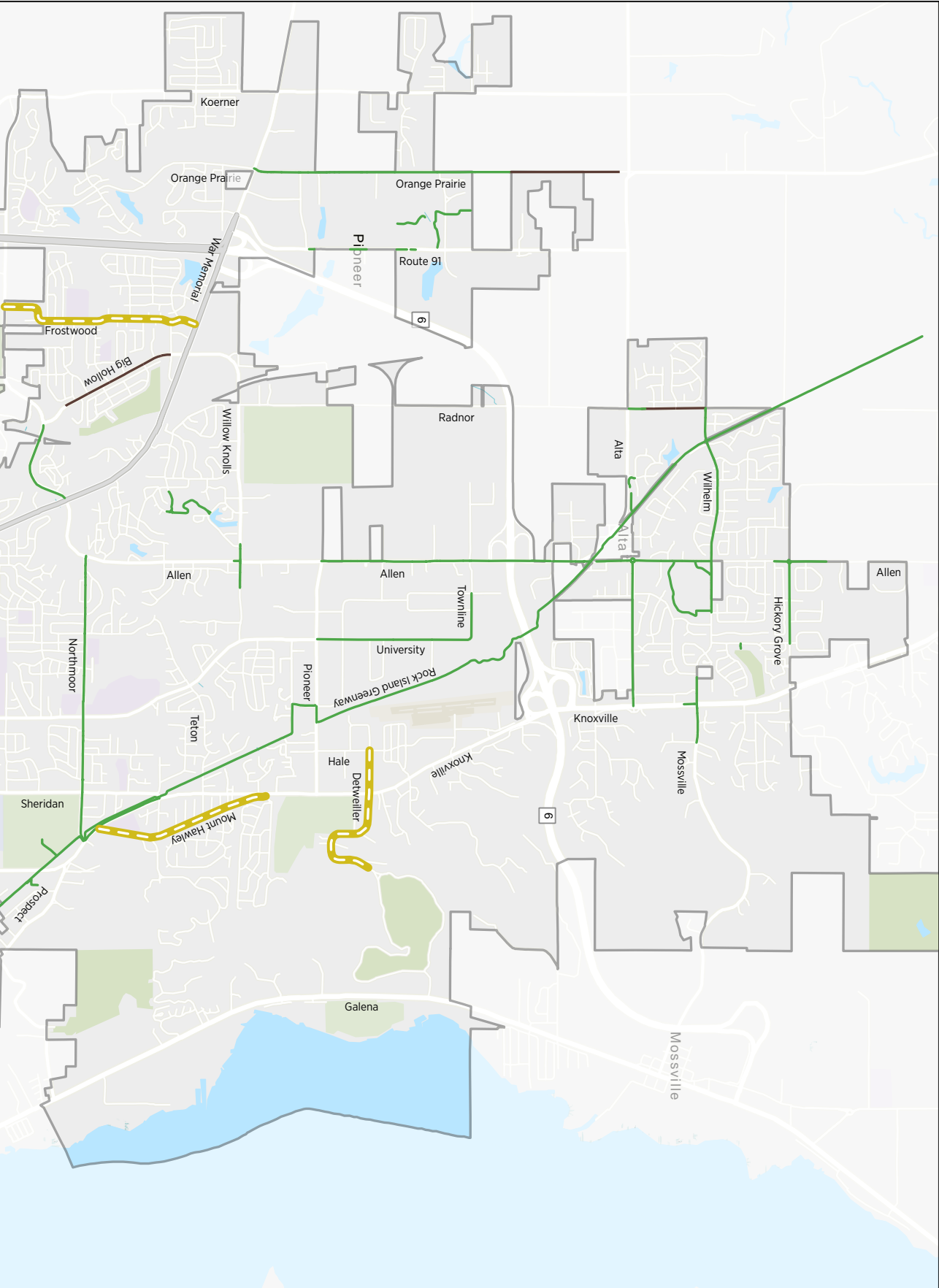
Future Bike Network Map



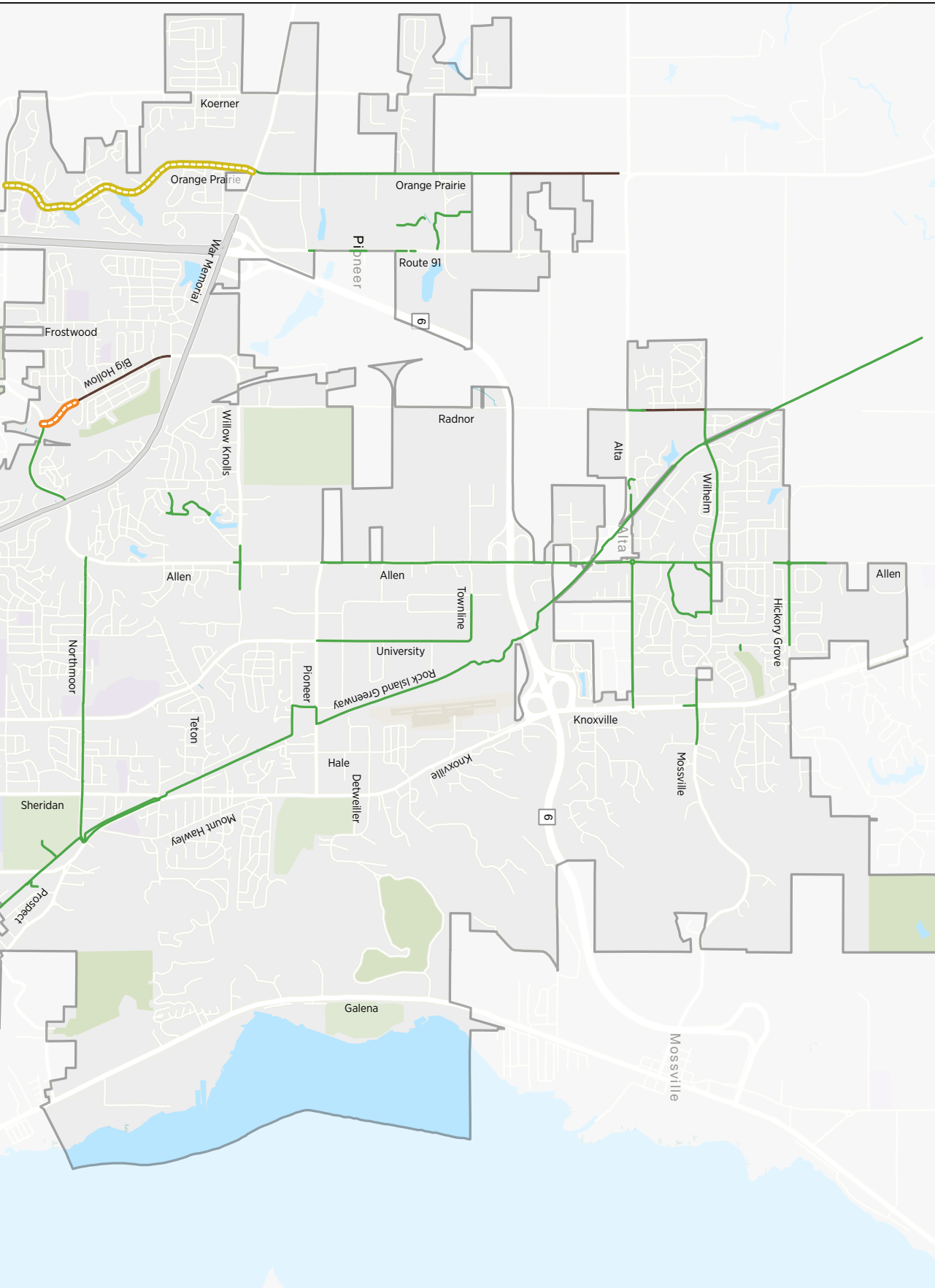
Future Multi-Use Paths Map



Future Bike Lanes Map



Future Short-Term Bike Lanes Map



Future Neighborhood Bikeways Map

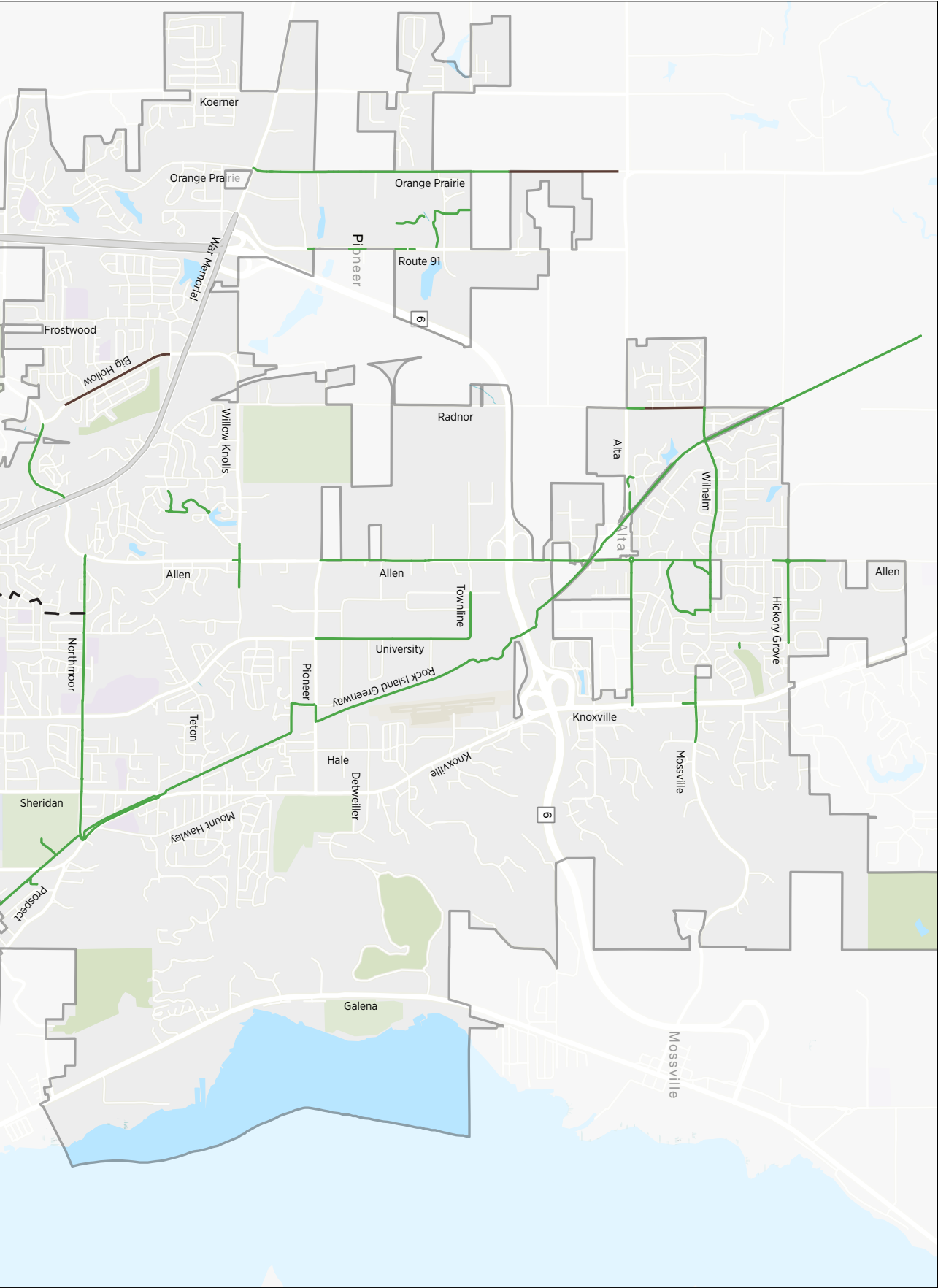


Table A: All Proposed Projects List

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	MUP	Rock Island Greenway	Park Ave to Abington St
Highest	MUP	Abington	Rock Island Greenway to Adams St
Highest	MUP	Rock Island Greenway	Abington St to Grant St
Highest	MUP	Sheridan	Hanssler Pl to Florence Ave
Highest	MUP	Sheridan	Florence Ave to Sherbrook Ln (S)
Highest	MUP	Sheridan	Sherbrook Ln (S) to Northmoor Rd
Highest	MUP	Sheridan	Northmoor Rd to Kellar Pkwy
Highest	MUP	Sheridan	Kellar Pkwy to Knoxville Ave
Highest	MUP	Starr	Laramie St to Jefferson Ave
Highest	MUP	Allen	War Memorial Dr to Northmoor Rd
Highest	MUP	Allen	Northmoor Rd to Pioneer Pkwy
Highest	Bike Lanes	Sheridan	Moss Ave to Richmond Ave
Highest	Bike Lanes	Sheridan	McClure Ave to Hanssler Pl
Highest	Bike Lanes	Adams	Pecan St to Lincoln Ave
Highest	Bike Lanes	Jefferson	Persimmon St to Howett St
Highest	Bike Lanes	Forrest Hill	Prospect Rd to Knoxville Ave
Highest	Bike Lanes	Forrest Hill	Sheridan Rd to Isabell Ave
Highest	Bike Lanes	Forrest Hill	Isabell Ave to W of University St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria Park District	\$\$	New multi-use path connection
City of Peoria/ Peoria Park District	\$\$\$	Reconstruct street - remove bike lanes and add multi-use path
Peoria Park District	\$\$	Add multi-use path
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Roadway reconfiguration - reallocate space to build multi-use path - W side preferable
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$	Multi-use path on W side. Evaluate necessity of SB right turn lane on Sheridan approaching Northmoor for potential additional space
City of Peoria	\$\$	Multi-use path on W side
City of Peoria	\$\$\$\$	Reconstruct, multi-use path on one side
City of Peoria	\$\$	Multi-use path on SE side
City of Peoria	\$\$	Multi-use path on E side
City of Peoria	\$	Roadway reconfiguration and add buffered bike lanes
City of Peoria	\$	Bike lanes - take 1 parking lane (maintain 1 side of parking) for room within existing curb
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
IDOT/City of Peoria	\$\$	2-way conversion and add bike lane
City of Peoria	\$	Bike lanes - remove 1 of 2 parking lanes, narrow lanes from 13 ft to 11 ft, and add painted bike lanes both sides
City of Peoria	\$	Remove parking lane and stripe bike lanes - same curb-to-curb width (~30 feet) as section with bike lanes between Sheridan and Knoxville
City of Peoria	\$	Remove EB 2nd lane for bike lane; shared bike lane and right turn lane markings for WB direction; remove center turn lane at Isabell

Priority	Facility	Street Name	Approximate Start/End Locations
Highest	Short-Term Bike Lanes	Western	Farmington Rd to Howett St
Highest	Short-Term Bike Lanes	Monroe	Spalding Ave to Main St
Highest	Short-Term Bike Lanes	Monroe	Main St to Fulton St
Highest	Short-Term Bike Lanes	Monroe	Fulton St to W.M. Kumpf Blvd
High	MUP	Prospect	Lake Ave to London Ave
High	MUP	Prospect	London Ave to Glen Oak Ave
High	MUP	Wisconsin	Forrest Hill Ave to McClure Ave
High	MUP	Adams	Western Ave to Krause Ave
High	MUP	Adams	Krause Ave to I-474
High	MUP	Willow Knolls	Partridge Way to Willowlake Dr
High	MUP	Willow Knolls	West of Terra Vista Dr to University St
High	MUP	Glen Oak	Spring St to SW of Wayne St
High	Bike Lanes	Adams	Lincoln Ave to Western Ave

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$ / \$\$\$\$\$*	Short-term: emulate existing 1 block section between Lincoln and Howett - roadway reconfiguration to 1 travel lane in each direction and center turn lane, and add buffered bike lanes on both sides without changing roadway footprint. Long-term: roadway reconfiguration to 1 travel lane in each direction and center turn lane, and move curbs in to widen one/both sidewalks to multi-use path. *add crosswalks at every block; RRFBs/controlled crosswalks at select blocks
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes, shift parking in, and add buffered bike lane between curb and parking. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert angle parking to parallel parking buffered bike lane between parking and curb. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$\$*	Convert 2 travel lanes to buffered bike lane. Maintain dedicated WB to SB left turn lane. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$\$\$\$	Reconstruct road with one travel lane in each direction and center turn lane. Multi-use path on one side. Tie into Peoria Heights project and connect to Rock Island Greenway 3 blocks north
City of Peoria	\$\$\$\$	Reconstruct road, add multi-use path (preferably on the E side due to Glen Oak Hill); remove E parking lane and maintain W parking lane
City of Peoria	\$\$\$\$	Rebuild and add multi-use path on E side
City of Peoria	\$\$\$\$	Roadway reconfiguration and multi-use path on one side
IDOT	\$\$\$\$\$	Roadway reconfiguration from 6 lanes to 4, multi-use path on one side
Peoria County	\$\$	Extend multi-use path west on N side of street; cross War Memorial and tie into Big Hollow bike lanes south of Partridge
Peoria County	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on SE side
IDOT/City of Peoria	\$	*Short-term: reallocate 1 travel lane to bike lane with parking lane buffer - maintains 2 parking lanes with 12-foot travel lane and 6-foot bike lane. *Explore 2-way conversion with 1 lane each direction and bike lane pair with Jefferson

Priority	Facility	Street Name	Approximate Start/End Locations
High	Bike Lanes	Jefferson	Howett St to Garden St
High	Bike Lanes	Jefferson	Garden St to Western Ave
High	Bike Lanes	R.B. Garrett	W.M. Kumpf Blvd to Hightower St
High	Bike Lanes	R.B. Garrett	Hightower St to Richard Pryor Pl
High	Bike Lanes	R.B. Garrett	Richard Pryor Pl to Richard Allen Dr
High	Short-Term Bike Lanes	Orange Prairie	War Memorial Dr to Charter Oak Rd
High	Short-Term Bike Lanes	Big Hollow	Charter Oak Rd to Vinton Ave
High	Short-Term Bike Lanes	Hamilton	Water St to Glendale Ave
High	Short-Term Bike Lanes	Hamilton	North St to Crescent Ave
High	Neighborhood Bikeway	North	McClure Ave to Main St
High	Neighborhood Bikeway	Peoria	War Memorial Dr to Pennsylvania Ave
High	Neighborhood Bikeway	Corrington	Sheridan Rd to Prospect Rd
Medium	MUP	Glen Oak	Prospect Rd to Spring St
Medium	MUP	Lincoln	MLK Dr to Griswold St
Medium	MUP	Lincoln	Laramie St to MLK Dr

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$	*Short-term: reallocate 1 travel lane to bike lane with parking lane buffer - maintains 2 parking lanes with 12-foot travel lane and 6-foot bike lane. *Explore 2-way conversion with 1 lane each direction and bike lane pair with Adams
City of Peoria	\$	Convert one travel lane to a buffered bike lane
City of Peoria	\$	Convert 2 travel lanes to buffered bike lanes
City of Peoria	\$	Remove 1 travel lane and parking lane; add buffered/protected bike lanes
City of Peoria	\$	Remove 2 travel lanes; add buffered/protected bike lanes
City of Peoria	\$ / \$\$\$\$*	Convert right lane in each direction to buffered bike lane. *Candidate for multi-use path in conjunction with road narrowing
Peoria County	\$ / \$\$\$*	Re-stripe center turn lane to convert to bike lanes - same as further north. Recommend lowering speed limit on entire stretch of Big Hollow. *Long-term to add multi-use path W side of street
City of Peoria	\$ / \$\$\$\$*	Replace 1 travel lane in each direction with protected bike lane (could include parking lane-protected bike lane). *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$\$*	Remove 1 travel lane in each direction and replace with buffered bike lane. *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$	Traffic calming, lane delineation
City of Peoria	\$	Traffic calming, bike prioritization at intersections, limit through traffic
City of Peoria	\$	Bike prioritization and signalization at major intersections, traffic calming. Specifically explore signalization of Corrington/Knoxville intersection to facilitate safer improved connections across Knoxville
City of Peoria	\$\$	Multi-use path on SE side (preferable for up-hill direction); remove SE parking lane
IDOT	\$\$	Multi-use path on S side
IDOT	\$\$\$	Explore roadway reconfiguration; multi-use path on S side

Priority	Facility	Street Name	Approximate Start/End Locations
Medium	MUP	Knoxville	Prospect Rd to 6035 Knoxville Ave
Medium	MUP	Pioneer Pkwy	Sommer St to University St
Medium	MUP	Townline	Allen Rd to Pioneer Rd
Medium	MUP	Rock Island Greenway	Candletree Dr to Pioneer Pkwy
Medium	MUP	Charter Oak	Big Hollow Rd to Orange Prairie Rd
Medium	MUP	Wilhelm	Northfield Ln to Geneva Rd
Medium	MUP	Allen	Wilhelm Rd to Miners Dr
Medium	MUP	Rock Island Greenway	IL-6 Underpass
Medium	MUP	Rock Island Greenway	IL-6 Underpass
Medium	Bike Lanes	Monroe	Spalding Ave to Abington St
Medium	Bike Lanes	Gale	Forrest Hill Ave to I-74
Medium	Bike Lanes	Gale	I-74 to West Virginia Ave
Medium	Bike Lanes	Gale	West Virginia Ave to McClure Ave
Medium	Bike Lanes	Krause	Laramie St to Folkers Ave
Medium	Bike Lanes	Frostwood	War Memorial Dr to Charter Oak Rd
Medium	Bike Lanes	Forrest Hill	Sterling Ave to Lehman Rd
Medium	Bike Lanes	Adams	Camblin Ave to Fayette St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT/Peoria Park District/Private	\$\$	New multi-use path connected to Prospect sidewalk (and later a multi-use path). Upgraded signalized crossing across Knoxville. Explore public-private partnership through parking lot to Rock Island Greenway. Option to continue path north on Knoxville to Northmoor as ALT to PPP
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path extension N side
Peoria Park District	\$\$\$	Multi-use path extension N side
Peoria County/ City of Peoria	\$\$	Multi-use path on north side of road - enhanced crossing at Big Hollow to shift path from S to N side - fewer obstacles on north side
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on E side
Peoria Park District/ IDOT	\$\$\$\$\$	New underpass under IL-6 to improve conditions from current space-constrained culvert
Peoria Park District/ IDOT	\$\$\$\$\$	New underpass under IL-6 to improve conditions from current space-constrained culvert
City of Peoria	\$\$	Enhance existing bike lanes - switch parking lane/bike lane location to provide buffer, or eliminate 1 parking lane to provide space to buffer bike lanes with physical barrier - either delineators or curb with/without delineators on top of curb
City of Peoria	\$	Remove 1 traffic lane in each direction; create buffered bike lanes similar to Forrest Hill
City of Peoria	\$	Remove SB left turn lane to WB I-74 to shift travel lane on Gale to make room for bike lane. Convert NB right lane to bike lane and SB shoulder to bike lane
City of Peoria	\$	Add painted bike lanes within existing road width
City of Peoria	\$	Remove 1 parking lane; add bike lanes and narrow travel lanes
City of Peoria	\$	Re-stripe and keep 1 parking lane; remove other narrow lanes as needed to fit 2 painted bike lanes
City of Peoria	\$	Narrow current 20-foot travel lanes to widen 3-foot shoulder to proper 6-foot wide buffered/protected bike lanes
IDOT	\$\$	Roadway reconfiguration; 1 bike lane paired with Jefferson. Long term explore 2-way conversion

Priority	Facility	Street Name	Approximate Start/End Locations
Medium	Bike Lanes	Jefferson	Camblin Ave to Fayette St
Medium	Bike Lanes	Mount Hawley	Knoxville Ave to Northgate Rd
Medium	Bike Lanes	Detweiller	Hale Ave to Oakridge Ln
Medium	Bike Lanes	Madison	Spalding Ave to Main St
Medium	Short-Term Bike Lanes	Gale	Sterling Ave to Forrest Hill Ave
Medium	Neighborhood Bikeway	Eureka	Rock Island Greenway to Adams St
Medium	Neighborhood Bikeway	Hamilton/Renwood/ Austin/Ronald	Northmoor Rd to Glen Ave
Low	MUP	Laramine	IL-116 to Montana St
Low	MUP	Glen	Renwood Ave to Sheridan Rd
Low	MUP	Glen/Sterling	Lake Ave to Renwood Ave
Low	MUP	Glen	Knoxville Ave to Peoria Heights
Low	MUP	Lake	Prospect Rd to Harvard Ave
Low	MUP	Sterling	Westport Rd to Farmington Rd
Low	MUP	Pioneer Pkwy	Allen Rd to University St
Low	MUP	Pioneer Pkwy	Rock Island Greenway to Hale Ave
Low	MUP	Wisconsin/ Boulevard	Lake Ave to Forrest Hill Ave
Low	MUP	Wisconsin	Glen Oak Ave to Kansas St
Low	MUP	Prospect	Knoxville Ave to Peoria Heights

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
IDOT	\$\$	Roadway reconfiguration; 1 bike lane paired with Adams. Long-term explore 2-way conversion
City of Peoria	\$	Widen existing shoulder to standard painted bike lane width
City of Peoria	\$\$	Repave; add bike lanes
City of Peoria	\$	Reallocate 1 lane both directions to buffered bike lane
Peoria County/ City of Peoria	\$ / \$\$\$*	Remove north parking lane narrow lanes 1 foot each to 11 feet add 5 foot bike lanes both sides of street. *Long-term candidate for multi-use path in conjunction with removing 1 parking lane and moving curb in
City of Peoria	\$	Bike wayfinding between Rock Island Greenway and McClugage Bridge path
City of Peoria	\$	Traffic calming at intersections, clear bike wayfinding, improved crossings at Northmoor and Glen
City of Peoria	\$\$\$\$	Reconstruct/narrow/curb street and add multi-use path - east side has fewer utility conflicts but either side is acceptable
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on N/W sides - significant property acquisition or road narrowing necessary along Sterling
City of Peoria	\$\$	Multi-use path on S side - coordinate with Peoria Heights for extension to business district/Rock Island Greenway
City of Peoria	\$\$\$	Multi-use path on N side
City of Peoria	\$\$\$\$	Multi-use path on W side; when rebuilding road - narrow lanes to 11 feet to make room without the need for property acquisition; speed limit reduction - explore roadway reconfiguration to 1 travel lane in each direction and center turn lane
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$	Multi-use path on S side
City of Peoria	\$\$\$\$	Rebuild and include multi-use path on E side
City of Peoria	\$\$\$\$	Rebuild and include multi-use path on E side
City of Peoria	\$\$	Multi-use path on S side. Coordinate w/ Peoria Heights for continuation - Heights portion may need to include road reconstruction to narrow lanes and footprint to add multi-use path on S side

Priority	Facility	Street Name	Approximate Start/End Locations
Low	MUP	Big Hollow	Partridge Way to Vinton Ave
Low	MUP	Richard Allen	MacArthur Hwy to Romeo B Garrett Ave
Low	MUP	Hale/Lindbergh	Pioneer Pkwy to 9315 N Lindbergh Dr
Low	MUP	War Memorial	Koerner Rd to IL-91
Low	MUP	War Memorial	Cheshire Dr to Big Hollow Rd
Low	MUP	War Memorial	Big Hollow Rd to Glen/Sterling
Low	MUP	War Memorial	IL-91 to Cheshire Dr
Low	MUP	Brandywine	Glen Ave to War Memorial Dr
Low	MUP	Meadowbrook	War Memorial Dr to University St
Low	Bike Lanes	Main	Crescent Ave to Globe St
Low	Bike Lanes	Griswold	Starr St to Lincoln Ave
Low	Bike Lanes	Griswold	Lincoln Ave to Howett St
Low	Short-Term Bike Lanes	Gwynn	Sterling Ave to Forrest Hill Ave
Low	Short-Term Bike Lanes	Main	Water St to Globe St
Low	Short-Term Bike Lanes	Krause	Folkers Ave to Griswold St
Low	Short-Term Bike Lanes	Griswold	Grinnell St to Adams St
Low	Short-Term Bike Lanes	Lake	University St to Pleasant Ridge Ct
Low	Neighborhood Bikeway	Krause	Griswold St to Adams St

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria County	\$\$\$	Long term goal to narrow road, remove bike lanes, and add multi-use path W side of street
City of Peoria	\$\$	Add multi-use path; tie in to MacArthur future multi-use path
City of Peoria	\$\$	Multi-use path on one side
IDOT	\$\$	Multi-use path on S side, at grade crossings at intersections
IDOT	\$\$	Multi-use path on S side
IDOT	\$\$\$	Multi-use path on one side
IDOT	\$\$\$\$\$	Standalone ped bridge near War Memorial bridge over 6. biggest physical obstacle is going over EB to SB on-ramp
IDOT/City of Peoria	\$\$	Multi-use path on one side
City of Peoria	\$\$	Multi-use path on one side
City of Peoria	\$	Remove 1 travel lane, add bike lanes each direction
City of Peoria	\$	Add bike lanes
City of Peoria	\$	Narrow all 3 lanes to 11 ft; add 1 painted 5-6 foot bike lane
City of Peoria	\$ / \$\$\$\$*	Interim stripe bike lanes to narrow lane width - remove 1 parking lane where needed. *Long term goal for road reconstruction to narrow road footprint and widen N sidewalk to multi-use path
City of Peoria	\$ / \$\$\$\$*	Replace 1 travel lane in each direction with protected bike lane (could include parking lane-protected bike lane). *Candidate for protected bike lanes/cycle track as part of expanded sidewalk
City of Peoria	\$ / \$\$\$*	Add bike lanes. *Candidate for multi-use path on north side of street - long term move curb(s) in
City of Peoria	\$ / \$\$\$*	Remove 1 parking lane, add bike lanes both sides. *Candidate for multi-use path long-term move curb in and multi-use path located where SB parking lane is today to avoid utility conflict
City of Peoria	\$ / \$\$\$\$*	Reallocate 2 lanes to buffered or protected bike lanes. *Candidate for multi-use path in conjunction with road narrowing
City of Peoria	\$	Traffic calming, bike wayfinding, continuation of proposed dedicated facilities west of Griswold at narrower street cross-section where costs of widening/acquisition to add dedicated facility outweighs benefit

Priority	Facility	Street Name	Approximate Start/End Locations
Low	Neighborhood Bikeway	Griswold	Grinnell St to Starr St
Low	Neighborhood Bikeway	Arcadia	North St to Prospect Rd
Low	Neighborhood Bikeway	Hightower	MLK Dr to Jefferson Ave
Low	Neighborhood Bikeway	Lehman	Nebraska Ave to Forrest Hill Ave
Lowest	MUP	Farmington	Sterling Ave to Main St
Lowest	MUP	Galena/Adams	Camblin Ave to Mossville Rd
Lowest	MUP	Alta	Radnor Rd to Attingham Park
Lowest	MUP	Mossville	Sleepy Hollow Rd to IL-29
Lowest	MUP	Galena	Mossville Rd to Detweiller Dr
Lowest	MUP	Koerner	War Memorial Dr to Sommer Pl
Lowest	MUP	Hickory Grove	Columbine Dr to Oakwood Dr
Lowest	MUP	MLK 1	Western Ave to John H Gwynn Jr Ave
Lowest	MUP	Richwoods	Reservoir Blvd to Sterling Ave
Lowest	MUP	Knoxville	Hickory Grove Rd to Ravinwoods Rd
Lowest	MUP	Orange Prairie	IL-91 to Existing multi-use path
Lowest	MUP	Route 91	War Memorial Dr to Alta Ln
Lowest	MUP	Radnor	Wilhelm Rd to Existing multi-use path
Lowest	MUP	Radnor	Willow Knolls Dr to IL-6

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
City of Peoria	\$	Bike wayfinding, sharrows/signage, reduce speed limit to 20-25. Continuation of proposed dedicated facilities north of Starr and south of Grinnell at a narrower street cross-section where costs of widening/acquisition to add dedicated facility outweighs benefit
City of Peoria	\$	Improved crossings across Knoxville, potential signalization
City of Peoria	\$	Traffic calming, lane delineation
City of Peoria	\$	Traffic calming
IDOT	\$\$\$	Multi-use path on one side
IDOT	\$\$\$	Multi-use path on one side
City of Peoria	\$\$	Multi-use path on N side
Peoria County	\$\$\$	Multi-use path on one side - preferably south side to tie into existing S side multi-use path at Sleepy Hollow - available space up/down hill is limited/challenging
IDOT	\$\$	Multi-use path on one side
Peoria County	\$\$	Multi-use path on one side
City of Peoria	\$\$	Extend N side multi-use path (can be dependent on development of NW & SE corners of Hickory Grove/Knoxville)
City of Peoria	\$\$\$	Multi-use path in place of parking lane
Peoria County	\$\$	Multi-use path one side; contingent on Sterling and surrounding bike projects being completed
IDOT	\$\$	Future multi-use path on west side in conjunction with future development - can be privately developed per parcel
City of Peoria	\$\$	Extend E multi-use path north; dependent on future development
IDOT	\$\$	Future multi-use path as development occurs - can be privately driven
City of Peoria	\$\$	Multi-use path on E side to replace cycle track
Peoria County	\$\$	Multi-use path on one side; can be contingent on future development that spurs road reconstruction and annexation

Priority	Facility	Street Name	Approximate Start/End Locations
Lowest	MUP	Radnor	IL-6 to Alta Ln
Lowest	MUP	MLK	W.M. Kumpf Blvd to Perry Ave
Lowest	MUP	Olympia	Hale Ave to Falcon Ct
Lowest	MUP	Olympia	Falcon Ct to Rock Island Greenway
Lowest	MUP	Donovan Park	Donovan Park to Rear of 5409 Knoxville Ave
Lowest	Bike Lanes	MLK	Shipman St to W.M. Kumpf Blvd
Lowest	Bike Lanes	MLK	Moss Ave to Shipman St
Lowest	Short-Term Bike Lanes	Lake	Pleasant Ridge Ct to Knoxville Ave
Lowest	Short-Term Bike Lanes	Lake	Knoxville Ave to Boulevard Ave
Lowest	Short-Term Bike Lanes	Lake**	Boulevard Ave to Prospect Rd

* The first "\$" is the estimated cost for the initial short-term improvement, while the second "\$" is the estimated cost for the long-term improvement.

Table 4.2: Network Segments With A Corridor Study Recommendation

Priority	Facility	Street Name	Approximate Start/End Locations	Primary Responsibility/Jurisdiction	Anticipated Cost per Mile
Medium	Corridor Study	University	I-74 to War Memorial Dr	City of Peoria	\$\$\$\$\$

Primary Responsibility/ Jurisdiction	Anticipated Cost per Mile	Description of Potential Improvement
Peoria County	\$\$	Future multi-use path as development occurs
City of Peoria	\$\$	Multi-use path next to single lane; cross Perry
City of Peoria	\$\$	Multi-use path on S side
City of Peoria/ Airport Authority	\$\$\$	Multi-use path to connect Olympia Dr and Rock Island Greenway - note parcel is owned by airport so any path likely will not be able to have lighting benches etc. along it. Coordinate with airport authority
Peoria Park District/ Private	\$\$\$	Path through park to Carle perimeter path - bridge/boardwalk needed to cross creek
City of Peoria	\$	Convert right lane in each direction to buffered bike lane
City of Peoria	\$	Painted bike lanes, narrowed lanes
City of Peoria	\$ / \$\$\$*	Narrow lanes to 11 ft, add 5-foot bike lanes. *Candidate for multi-use path
City of Peoria	\$ / \$\$\$*	Narrow lanes to two 11 ft lanes; 1 parking lane; two five foot-wide bike lanes. *Candidate for multi-use path in conjunction with road narrowing
Village of Peoria Heights	\$ / \$\$\$*	Narrow lanes to two 11 ft lanes; 1 parking lane; two five foot-wide bike lanes. *Candidate for multi-use path in conjunction with road narrowing. **In Peoria Heights

ted cost for the longer-term, permanent goal.

Description of Potential Improvement
<p>*Roadway reconfiguration with full multi-use path and frequent crossings across the corridor whether signalized or other controlled crosswalks. Corridor plan should investigate this recommendation further to evaluate impacts to the area that this plan has not analyzed. *Due to this plan's primary lens of looking for bike improvements, a full corridor plan/study to analyze this corridor in-depth is recommended. Corridor study should explore potential of narrowing road/reducing lanes to improve safety for all users, expanding sidewalks to multi-use paths or otherwise central business district-type wide sidewalks, and improving crossing conditions for the many ped/bike/bus riders in this area. Roadway reconfiguration/bike infrastructure recommendation should not be implemented along this corridor without comprehensive analysis.</p>



PEORIA
BIKE MASTER PLAN

Peoria, Illinois
Bike Master Plan