WESTERN AVENUE COMPLETE STREETS
Lincoln Avenue to Adams Street
Public Meeting #2
February 13, 2017
6 P.M.
Recap of MEETING #1

- Peoria Public Library Lincoln Branch
- October 20, 2016 at 6 p.m.
- 36 Attendees
- Complete Streets Presentation
- Presented Three Options
- Initiated online & paper survey
Meeting #1 Options

OPTION 1

OPTION 2

OPTION 3
Survey Responses

Public Meeting – October 20, 2016
Survey Closed – November 21, 2016

- 124 Online Surveys
- 225 Paper Surveys
- 349 TOTAL
Survey Results
Question #1 – Which parkway treatment do you prefer?
Question #1 – Which parkway treatment do you prefer?

- Grass parkway (with trees): 30%
- Native planting parkway (with trees): 40%
- Grass parkway (no trees): 11%
- Native planting parkway (no trees): 19%

Trees and native plants are preferred.
Question #2 – Which infiltration practice (green infrastructure) do you prefer?
Question #2 – Which infiltration practice (green infrastructure) do you prefer?

- Permeable pavement: 27%
- Bioswale: 40%
- Infiltration trench/drywell: 34%

Green Infrastructure will be incorporated as fitting.
Question #3 – Which plant material do you prefer?

- [ ] Turf grass
- [ ] Native grasses
- [ ] Native plants (flowers)
Question #3 – Which plant material do you prefer?

[ ] Turf grass  37%

[ ] Native grasses  16%

[ ] Native plants (flowers)  47%

Native plants (flowers) are preferred and will be incorporated.
Question #4 – Which pavement type do you prefer in parking lanes?

[ ] Asphalt (or concrete)  [ ] Pavers
Question #4 – Which pavement type do you prefer in parking lanes?

- [ ] Asphalt (or concrete) 20%
- [ ] Pavers 40%
- [ ] No Parking 40%

Pavers will be incorporated into parking or bike lanes as budget allows.
Question #5 – Which pavement type do you prefer in bicycle lanes?
Question #5 – Which pavement type do you prefer in bicycle lanes?

Bike lanes are preferred by a majority and supported by the City’s Bike Master Plan. Pavers will be used for bike lanes as budget allows.
Question #6 – Which surface type do you prefer for sidewalks?

[ ] Concrete

[ ] Pavers
Question #6 – Which surface type do you prefer for sidewalks?

Concrete sidewalks are preferred and will be used.

Concrete: 57%
Pavers: 43%
Question #7 – Would you like to see street art incorporated into the project?

[ ] Yes

[ ] No
Question #7 – Would you like to see street art incorporated into the project?

[ ] Yes                                            [ ] No

Street art is strongly preferred and will be incorporated.
Question #8 – Which buffered bicycle lane do you prefer?

- Adjacent to traffic
- Buffered from traffic
- Buffered by parked cars
- Cycle track
- No bicycle lanes
Question #8 – Which buffered bicycle lane do you prefer?

- **Adjacent to traffic**: 8%
- **Buffered by parked cars**: 6%
- **Buffered from traffic**: 9%
- **Cycle track**: 23%
- **No bicycle lanes**: 55%

Of the bike lane options, Cycle Track is strongly supported.
Question #9 – Which style of site furnishings do you prefer?

- Traditional Style
- Natural Style
- Contemporary Style
- No Site Furnishings
Question #9 – Which style of site furnishings do you prefer?

- Traditional and Natural Styles (42%)
- Natural Style (38%)
- Contemporary Style (16%)
- No Site Furnishings (4%)

Traditional and Natural Styles are preferred and will be incorporated.
Question #10 – When it comes to maximizing space, which is most important to you?

- Maximizing landscape areas/amenity zones: 83%
- Maximizing on-street parking: 17%

Design will focus on Options with parking on one side of the street only.

East side: 101 spaces | West side: 83 spaces
Question #11 – Help Prioritize Spending

Rank the following from 1 to 5 with 1 being the highest funding priority:

1. Plants
2. Street Furniture
3. Public Art
4. Pavers
5. Bicycle Racks

Input will help us balance our budget as design progresses.
Question #12 – Of the three street configurations presented, which one do you prefer?

OPTION 1

OPTION 2

OPTION 3 – Combination of the Three Options

*This question was not included in all paper surveys*
Question #12 – Of the three street configurations presented, which one do you prefer?

OPTION 1  15%

OPTION 2  11%

OPTION 3  29%

OPTION 3 – Combination of the Three Options  45%

Modified options based on public input are presented today.

*This question was not included in all paper surveys*
Question #13 – What opportunities do you see? Challenges?

<table>
<thead>
<tr>
<th>Opportunities / Challenges</th>
<th>Number of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs &amp; New Business</td>
<td>83</td>
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<tr>
<td>Beautification / Sense of Place</td>
<td>48</td>
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<tr>
<td>Fix the Disrepair</td>
<td>27</td>
</tr>
<tr>
<td>Provide Lighting</td>
<td>19</td>
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<tr>
<td>Not What We Need</td>
<td>14</td>
</tr>
<tr>
<td>Will Add Congestion</td>
<td>14</td>
</tr>
<tr>
<td>Maintenance</td>
<td>12</td>
</tr>
<tr>
<td>Safety / Crime is a Concern</td>
<td>10</td>
</tr>
<tr>
<td>Improve Environment</td>
<td>7</td>
</tr>
<tr>
<td>Cost</td>
<td>6</td>
</tr>
<tr>
<td>Less Accidents / Improved Safe</td>
<td>4</td>
</tr>
<tr>
<td>Bus Shelter</td>
<td>3</td>
</tr>
</tbody>
</table>
Question #14 – Do you have other ideas for this project? Other comments?

<table>
<thead>
<tr>
<th>Ideas / Comments</th>
<th>Number of Responses</th>
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</thead>
<tbody>
<tr>
<td>Fix the Disrepair</td>
<td>32</td>
</tr>
<tr>
<td>Improve Lighting</td>
<td>29</td>
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<tr>
<td>Not What We Need</td>
<td>21</td>
</tr>
<tr>
<td>Will Add Congestion</td>
<td>12</td>
</tr>
<tr>
<td>Extend Project Limits</td>
<td>9</td>
</tr>
<tr>
<td>Will Improve Environment</td>
<td>9</td>
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<tr>
<td>Add Transit / Bus Shelter</td>
<td>7</td>
</tr>
<tr>
<td>Need More Trash Cans</td>
<td>7</td>
</tr>
<tr>
<td>Businesses / Jobs</td>
<td>6</td>
</tr>
<tr>
<td>Safety / Lower Crime Rate</td>
<td>5</td>
</tr>
<tr>
<td>Lower Speed / Increase Safety</td>
<td>3</td>
</tr>
<tr>
<td>Maintenance</td>
<td>3</td>
</tr>
</tbody>
</table>
Question #16 – Additional information.

- 62% Interested citizen
- 52% Resident near project corridor
- 11% Worker in the project corridor
- 10% Interested in volunteering to help maintain vegetation
- 1% Business owner along the project corridor

Thank you for engaging in our process to gather public input!
Modified Options
Option A
Option A

**Pros**
- Parkway width will support healthy trees
- Has adequate space for street furnishings
- Cyclists protected from door zone and buffered from traffic
- Easier transition for cyclists at beginning/end of project

**Cons**
- Parking on one side only
- Limited space for bioswales
- Bus stops may slow traffic flow
- Vehicles cross bike lanes to park
Option B
Option B

**Pros**
- Hard surfaces reduced by 20%
- Provides most opportunity for green infrastructure, healthy trees, plant variety and bioswales

**Cons**
- Parking on one side only
- Space for street furnishings on one side only
- Bus stops may slow traffic flow in one direction
- Bioswales require higher level of maintenance
- Unfamiliar cyclist movements at intersection
- Difficult transition for cyclists at beginning/end of project
Other Follow-Up

- IDOT Meeting
- Included Western Avenue on Wish List to Legislators
# TRAFFIC COUNT Comparison

## Western Avenue
- South End Near Adams Street: 3,950 cars per day
- North End Near Lincoln Avenue: 10,500 cars per day

## Adams Street
- Persimmon Street to Walnut Street: 7,400 - 9,700 cars per day

## Sheridan Road
- Nebraska Avenue to McClure Avenue: 7,900 cars per day

## Forrest Hill Avenue
- Sheridan Road to Knoxville Avenue: 6,400 cars per day

## University Street
- Main Street to I-74: 25,800 cars per day

*Traffic Counts from IDOT Website*
What’s **NEXT**?

**Public Input**
- February 13 through March 13, 2017

**Follow-Up Public Meeting**
- Date TBD – April 2017
- Present final option and corridor plan
THANK YOU FOR YOUR INPUT!

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