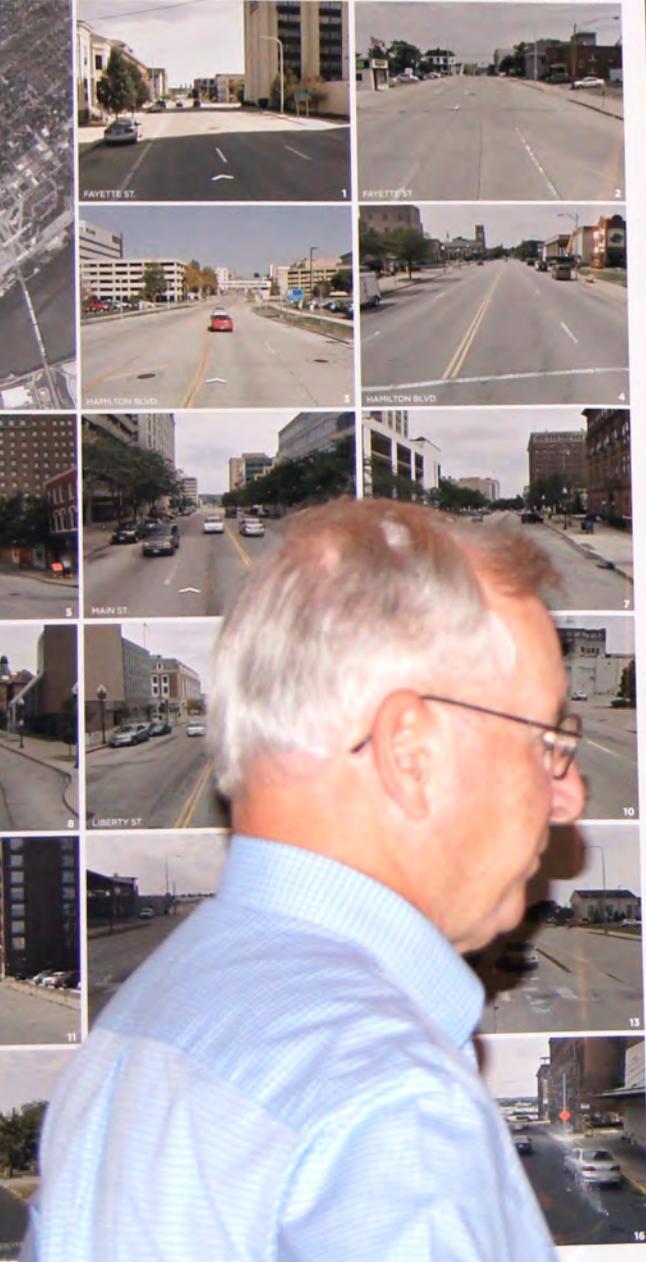


EXISTING STREET CONDITIONS

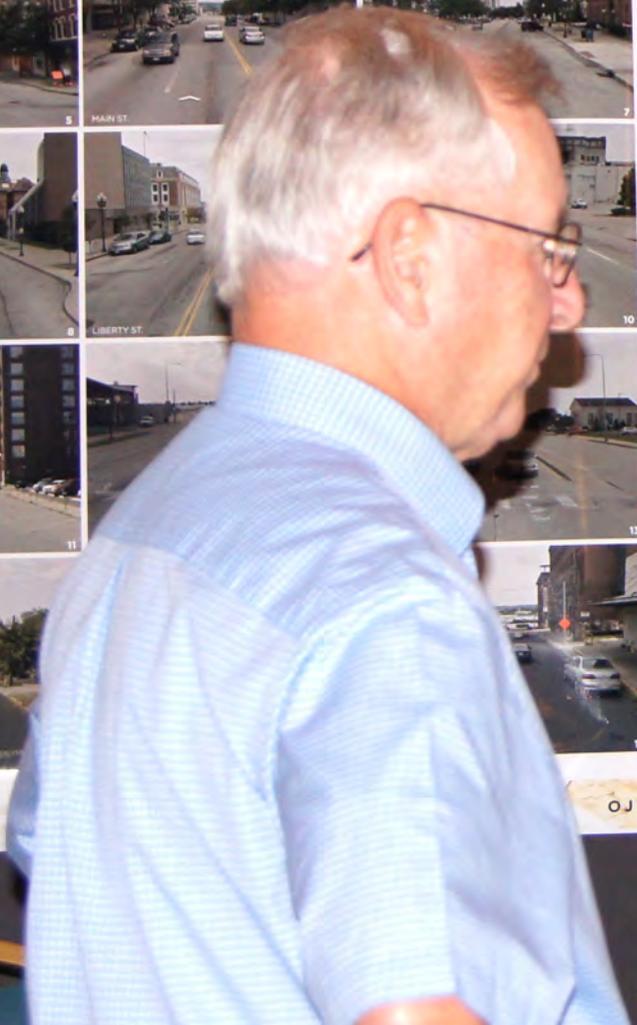


OJB

GUIDING PRINCIPLES FOR PEORIA'S STREETSCAPE



URBAN
PROPOSED STREETS
FULL





3.0

PUBLIC PROCESS

INTENT

As part of the Master Planning Process a series of Public Meetings and Design Charettes were hosted by the City of Peoria and the Steering Committee. These open forum meetings included citizens, downtown stakeholders, members of the design team, steering committee and representatives of the Peoria Transportation Commission. The meetings were hosted by the City Managers Office and were held in the Gateway Building and also at the Peoria River front Museum.

This series of meetings allowed for the sharing of project information, public input and an opportunity for questions and answers to key ideas and information that was presented to the group.

To ensure that public comment was received, each meeting included time for breakout group work sessions where informal teams discussed key issues related to site visits, mapping exercises or group questionnaires. After these breakout sessions a spokesperson from each team presented key discussion points and ideas to the entire group.

These community meetings were invaluable as key information was shared by those public partners who offered thoughtful insight and clarification into the complexities of the study area.



N



BRAINSTORM



COLLABORATE

3.1

PUBLIC WORKSHOP #1

The first public meeting was held in the Gateway Building and served as an introduction to the master plan and process. The workshop agenda included team introductions, a history and background of Complete Streets, preliminary design methodologies, a review and discussion of preliminary Project Goals, walking tours, a visioning session and group presentations.

Walking tours were lead by a member of the design team or steering committee and allowed for in-the-field discussion of existing conditions. Each group was able to identify conditions that are working well, areas of concern and the discussion of potential improvements and enhancements to the existing streetscapes.



Public Workshop #1 Boards

NOTES

rep lace with greenspace or bike parking

Too much car parking (red x's)

More outdoor seating for businesses along:

- Main
- Water
- Adams
- Fulton (Pedestrian thoroughfare)

Lower speeds, smaller/less lanes:

- Jefferson
- Adams

SEPARATED BIKE LANES
BIKE PARKING
Make Madison beautiful!

RECYCLING
Consistent lighting/banners
dark sky considerate

WAYFINDING SIGNAGE
BUS SHELTERS
MID-BLOCK XINGS

Eliminate all 1 way streets

car parking = 10 bike parking

NOTES

I ONE DOWNTOWN WITH DISCREET NEIGHBORHOODS/DISTRICTS

I I TRANSECT

I STUDY AREA COULD TERMINATE @ KUMPF..... OR AT LEAST COMPLETELY DIFFERENT STREETS IN HOSPITAL/HISTORIC DISTRICT.

I MIRRORRED/CONSISTENT TREATMENT ON BOTH SIDES OF STREET ("COORDINATED")

I MINIMIZE CURB CUTS & BLANK W

I TIGHT RADIUS @ INTERSECTIONS

I PROTECTED BIKE LANES (PHYSICAL BARRIER)

I MID-BLOCK CROSSINGS (GOOD POTENTIAL IN DEP AREA)

* KEEP THE RIVER VISIBLE

* DEVELOP CAFES CLOSE TO RIVERFRONT

* MORE CONSISTENT SIDEWALK

* NARROWER STREETS

* MORE PEDESTRIAN MALLS

* ADD PARKLET

* PEDESTRIAN AND BICYCLE CONNECTED

* MORE STREET TREE'S; FLOWERS

* RECLAIM STREET (ROAD DIET)

* NEED ADDITIONAL BUS SHELTERS

* STREETSCAPE THEME VARIETY

* KEEP VEHICLE BALANCE FOR COMMERCE AND COMMUTERS

NOTES

- MORE CONVENIENT ON-STREET PARKING
- TWO-WAY STREETS VS. ONE-WAY
- NARROWER STREETS/TRAFFIC CALMING
- RHYTHM KITCHEN-STREET SEATING ☺
- STREET SCAPING (TREES) ☺
- CONSIDER FUNDING SOURCE FOR MAINT
- WAY FINDING/SIGNAGE (I.D. DISTRICTS DISTINCT AREAS)
- SEATING
- PAVING MATERIALS/DURABLE & ATTRACTIVE
- ROUNDABOUT ☺
- PUBLIC TRANSPORTATION (E.G. BUS STOPS)
- CONNECTIVITY OF BIKE LANES (E.G. TO RIVER REC. TRAIL)
- FULTON PLAZA - INEFFECTIVE
- ARTWORK (SCULPTURE WALK ☺)

NOTES

- Better utilization of Fulton Plaza
- Reopen Fulton to traffic
- Mismatched block faces
- Inconsistent tree
- Some pedestrian feel, some not
- Crazy elevation of curb in 300 block Main
- Need more than Washington done!
- Food trucks plaza
- Inconsistent lighting - style & placement
- Good access to River from Hamilton & Main
- Better bike connections
- No real bike infrastructure
- Broken pavement
- No wayfinding
- No indication of public parking
- Puddles!
- No stormwater capture
- Activation street limited to workday & seasons
- Lack of tree canopy
- No shade
- Questionable value of one-way impact on business
- Strange crosswalk (dogleg) @ Hamilton & Washington
- No real sidewalk on West side of Water Court block
- Poor light quality - Dark sky lighting
- Jay walking - no barriers or clear pedestrian path
- Traffic too fast
- Street name signs too inconspicuous
- 1-7th off ramps too steep & wide
- Traffic around Civic Center confusing

Public Workshop #1
Group Walking Tours Notes

PUBLIC INPUT

FROM PUBLIC WORKSHOP 1

After the walking tours each group returned to summaries key finds. Groups were also given study area maps that they could mark up with questions or comments identifying areas to be studied or considered by the design team.

A spokesperson from each team then presented a summary of finding along with any key points identified during the table discussions and mapping exercise. This interactive presentation along with questions and answer lead to the identification of several existing conditions and community designers Summary reports were given by a member of each group. This information was then documented for vetting and incorporation into the preliminary traffic plans, urban overlays and design studies.

**WALKING TOUR
OBSERVATIONS**

STREET TYPOLOGY

PARKING

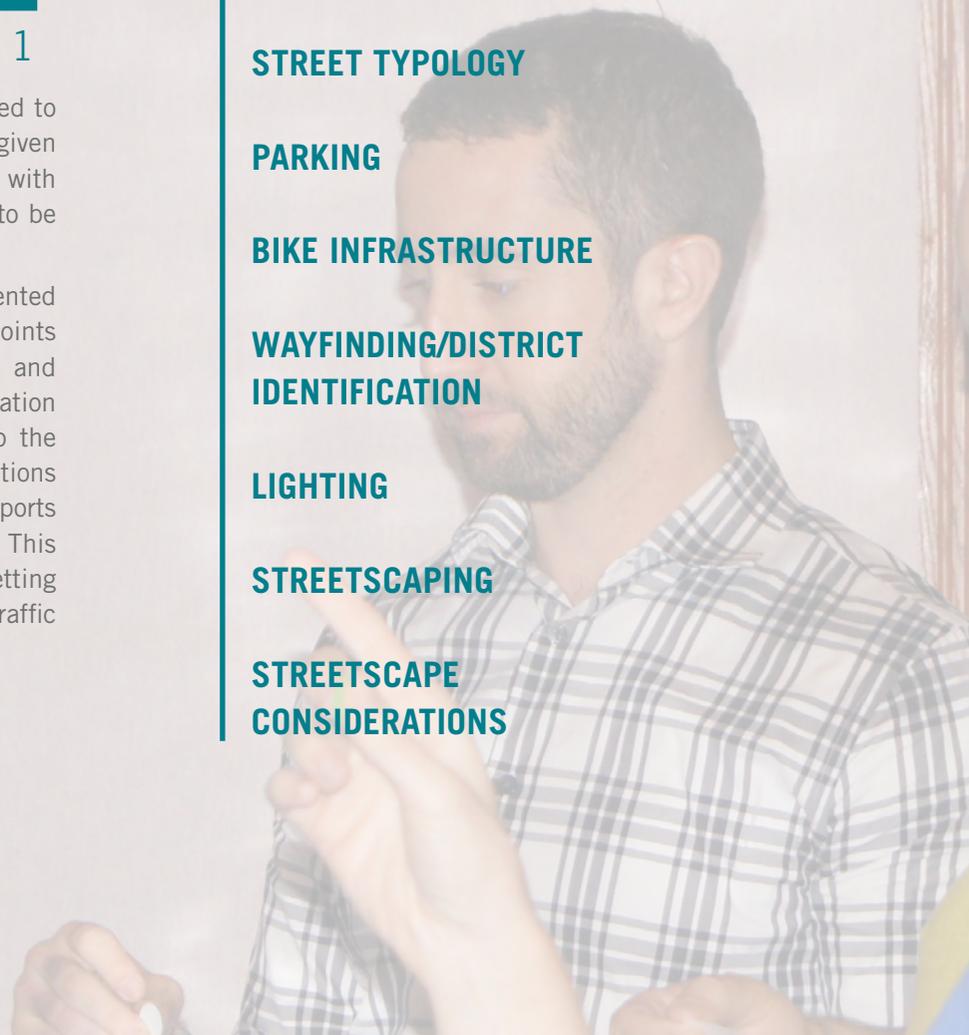
BIKE INFRASTRUCTURE

**WAYFINDING/DISTRICT
IDENTIFICATION**

LIGHTING

STREETSCAPING

**STREETSCAPE
CONSIDERATIONS**



GUIDING PRINCIPLES FOR PEORIA'S STREETScape

Presentation Boards were displayed that included the study area, Complete Streets Principles, Existing Street Conditions, Preliminary Urban Overlays, Visioning Imagery and Proposed Guiding Principals. Attendees were given a set of red and green stickers that allowed them to visit each board and to identify concepts and imagery that they felt was important or less important. A summary of this exercise is listed below.

RETAIL/ CAFE SEATING



BIKE LANES



GREEN INFRASTRUCTURE



ON-STREET PARKING



ECONOMIC VIABILITY



PEDESTRIAN COMFORT



BIKE FACILITIES



STREET TREES



SAFE STREETS



FLEXIBLE SPACES



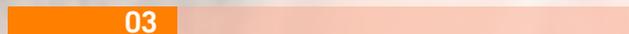
MAXIMIZED STREET PARKING TO ENCOURAGE DEVELOPMENT



AMENITIES



COMPLIMENTARY TO ON GOING DEVELOPMENTS



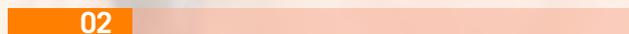
DECREASED TRAVEL LANE WIDTH



SAFE LIGHTING



UNIVERSAL ACCESSIBILITY



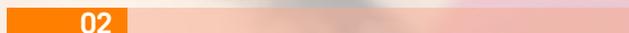
BOLD PLANTING



TIMELESS DESIGN



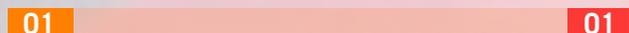
CONTINUOUS STREET CANOPIES



ELIMINATION OF HAZARDOUS RIGHT HAND TURN POCKETS



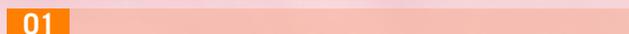
MAXIMIZED TURNING RADII



CLEAR PATH OF TRAVEL



MAXIMIZED PEDESTRIAN REALM



3.2

PUBLIC WORKSHOP #2

The second Public Workshop was held at the Peoria Riverfront Museum. The agenda included a recap of Workshop #1, Peoria Streetscape Goals, a full site analysis review, Transportation Planning Methodologies, Proposed Urban Overlays and group charettes to study key street transition points.

The focus of the meeting was to discuss and work through a series of boards and slides that focus on connecting streets and people. The design team presented existing street sections for each of the study area alignments. These sections also identified constraints

and opportunities for proposed improvements. At this point in the discussion 6 key street alignment transition points were presented. These alignments along with base maps of the street network were discussed, sketched on and diagrammed in smaller breakout groups.

This interactive session allowed for an open dialog that validated the steering committee recommendations as well as clarified and recommended additional areas of study to the design team. These alignments included Fulton Plaza, Jefferson and Adams Street realignments as well as bicycle facilities and routing options.



PUBLIC INPUT

FROM PUBLIC WORKSHOP 2

With preliminary Traffic Plans and Key Streetscape Transition locations identified, each of the breakout groups were able to have meaningful discussions and conversations related to the proposed traffic plan, parking overlay, bicycle plan, walkability, openspace and the proposed idea of an eco-street for stormwater collection and filtration.

A number of comments and diagrams were articulated by the groups during the team presentations. These comments ranged from maintenance, to phasing, to roadway realignment.

 ... I like the idea of a Park on Perry and at the Civic Center, but the parking generates revenue ...



 ..Maintenance is pivotal - don't put in things we can't keep nice for long term ...



...Bio-retention is of interest and should be maximized... 



...Buffer the bike lanes... 



...Look at snow storage options ... 





 ...Can we tie greenspace together to cause a sense of flow (To the River Front and other spaces) ...?

...The Streetscape could recognize and "Celebrate the River" (signage, colors, sculpture, etc.)...

...Consider re-opening Fulton with the ability to close it for events...

 Great ideas, how do we fund the change?

How do we phase and set priorities?



3.3

PUBLIC WORKSHOP #3

In the final Public Workshop the Design Team presented the draft Peoria Complete Streets Master Plan. This plan included the proposed planning diagrams, street typologies, parking facilities, bicycle facilities, walkability and open space suggestions, eco-street detailing, and project phasing recommendations.

During the presentation of the plan questions and comments were addressed, clarifications were given and notes were taken for

inclusion and consideration in the final document. The workshop concluded with the design team sharing a short video titled “Peoria Complete Streets,” that summarized the process, plans, illustrations and recommendations.

After the meeting the design team and steering committee fielded one-on-one questions and discussed plan specifics in greater detail.



