



MONROE AVENUE
STREETSCAPE

MAY 2022

INTRODUCTION

While not carrying the traffic volumes of Prospect Road, Monroe Avenue provides a critical north-south connection through some of the largest residential areas of the Village. The avenue contains two parochial schools, and its northern terminus is just three blocks away from the south side of the K-12 public school campus and two blocks away from the regional Rock Island Greenway ("RIG") via Marietta Avenue. In addition, the avenue provides an alternative connection to the redeveloping commercial area along War Memorial Drive and is in close proximity to the central business district.

In May of 2021, the Village adopted an updated Comprehensive Plan for the Village. In this document, several recommendations are made regarding Monroe Avenue that include:

- Sidewalk extensions and/or improvements along Monroe Avenue.
- Intersection improvements at War Memorial Drive and Monroe Avenue.
- A potential bicycle route on Monroe Avenue.
- Sidewalks on Toledo Avenue at the terminus of Monroe Street to better connect residential neighborhoods to the south side of the public-school campus.

In late 2021, the Village of Peoria Heights asked Farnsworth Group to develop streetscape alternatives for Monroe Avenue that explore the recommendations outlined in the comprehensive plan. This document is intended to 'begin the conversation' on how to make Monroe Avenue a more pedestrian and bicycle friendly environment that better connects people to the Village.

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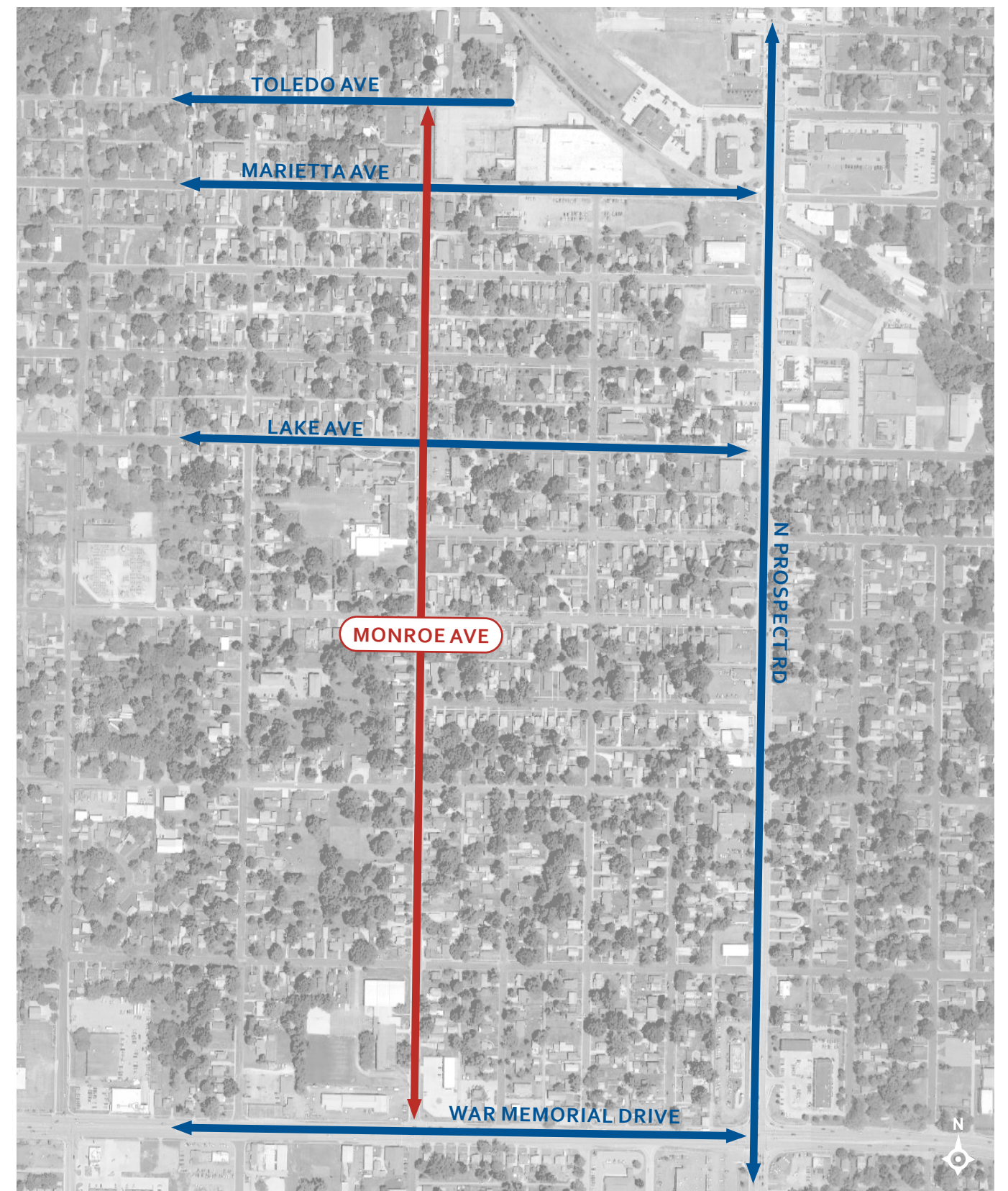
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FARNSWORTH GROUP INC. CONTACT INFORMATION

Paul Kouri
Architectural Manager
Phone: 309.689.9888
Email: pkouri@f-w.com

Jeff Martin
Senior Urban & Community Planner
Phone: 309.689.9888
Email: jmartin@f-w.com

PROJECT STUDY AREA



Existing Conditions

SECTION 1

EXISTING CONDITIONS

Design opportunities along Monroe Avenue will in part be dictated by the existing conditions found throughout the corridor. These existing conditions include:

- A 60' wide public right-of-way.
- A +/- 36' pavement width.
- On-street parking on both sides of the street.
- CityLink bus stops between War Memorial Drive and Lake Avenue.
- Overhead utility lines along the west side.
- Existing sidewalks along most of the west side ranging generally from 4' to 6' wide.
- Limited existing sidewalks along most of the east side.
- Steep grades in certain areas, especially along the east side.



Steep grades generally are found along the east side.



36' of pavement width within a 60' public right-of-way.



Utility poles sometimes are located directly in the middle of existing sidewalks.

EXISTING CONDITIONS



A major bus stop at Lake Avenue and Monroe Avenue with benches and proper ADA accessibility.



A minor bus stop with no shelter, benches, or other amenities.

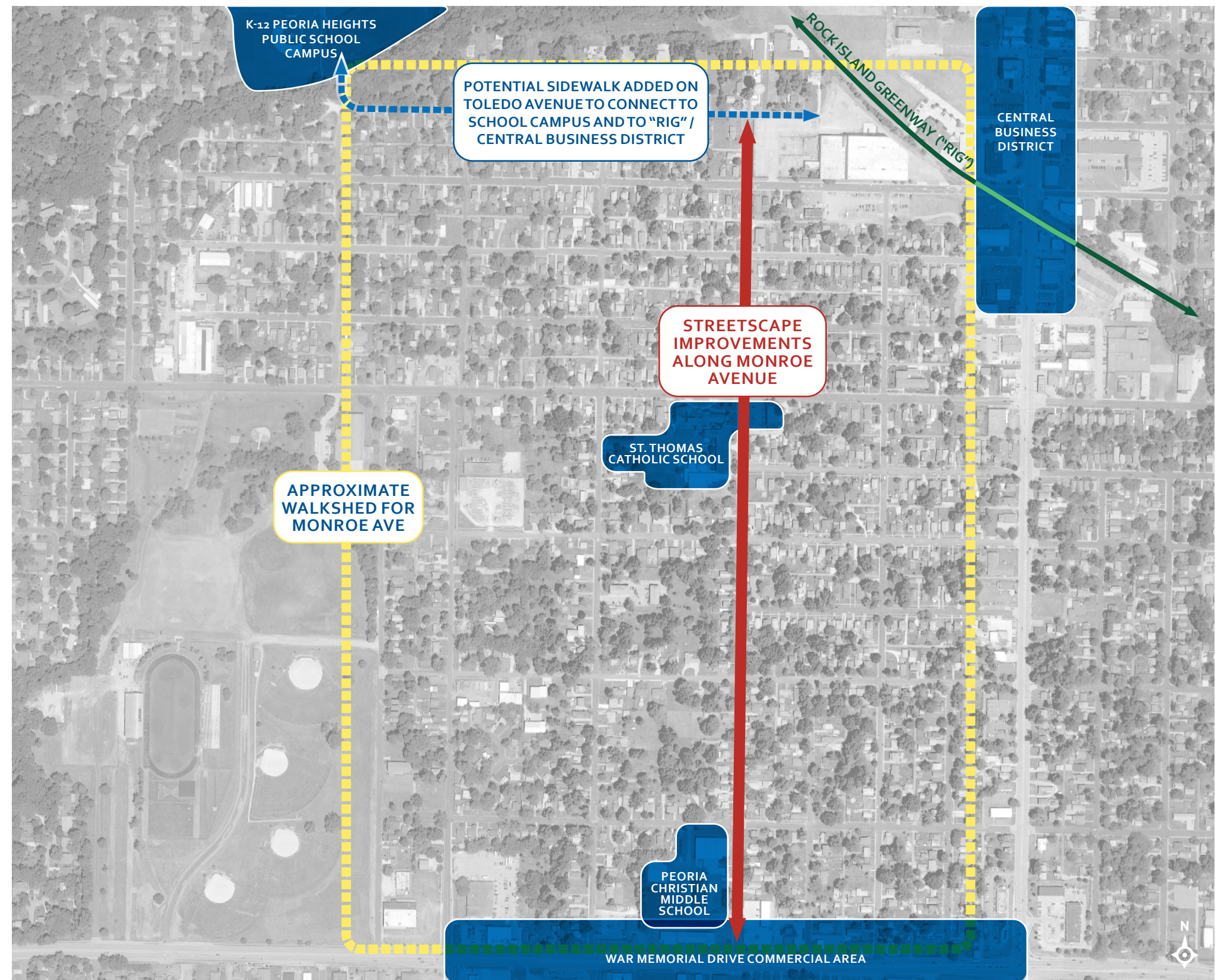
THE BIG VISION

SECTION 2

THE BIG VISION

The Village desires for Monroe Avenue to be a more pedestrian and bicycle friendly street that better connects residents and visitors to various places throughout the Village. These places include schools, commercial and retail areas, and the various residential neighborhoods which occupy the southwestern quadrant of the Village. Some strategies that could be implemented to create a safer and more memorable Monroe Avenue include the following:

- Widen existing sidewalk widths and add new sidewalks where none exist.
- Add dedicated bicycle lane or shared lane markings ('sharrows').
- Relocate sidewalks away from street edge.
- Remove on-street parking from one side of road to 'free up' space for better street geometrics.
- Incorporate attractive pedestrian scaled street lighting.
- Work with CityLink to enhance bus stops with better amenities.
- Add wayfinding and / or community gateway signage at War Memorial Drive and Monroe Avenue.

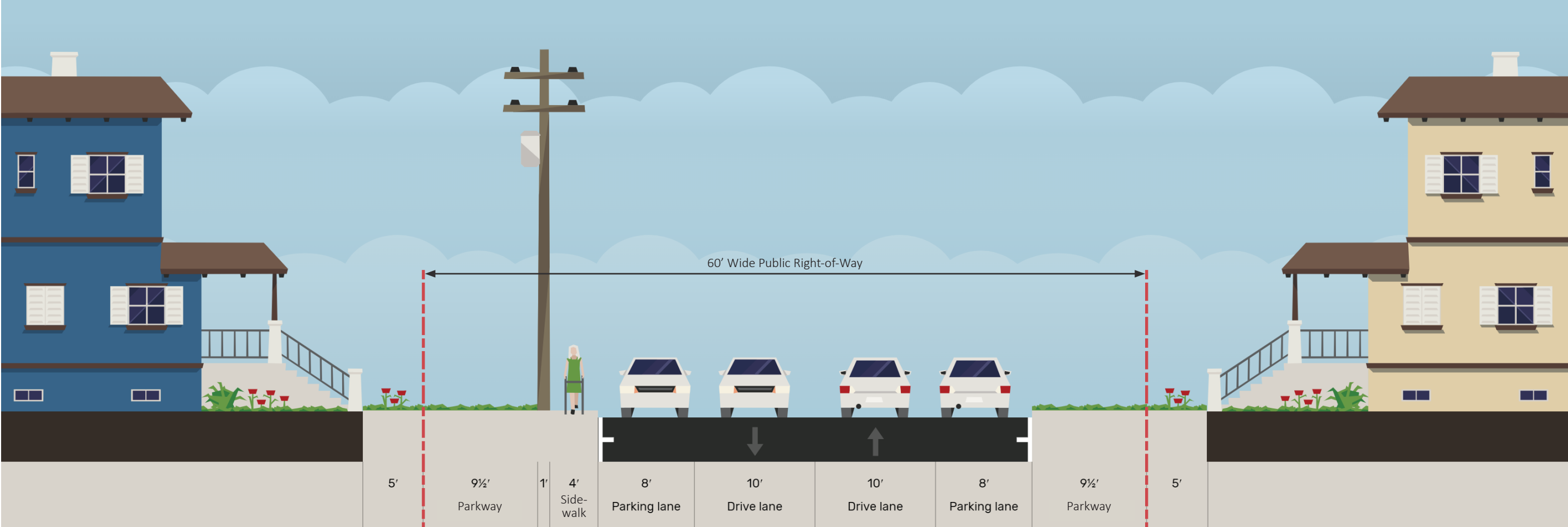


STREETSCAPE ALTERNATIVES

SECTION 3

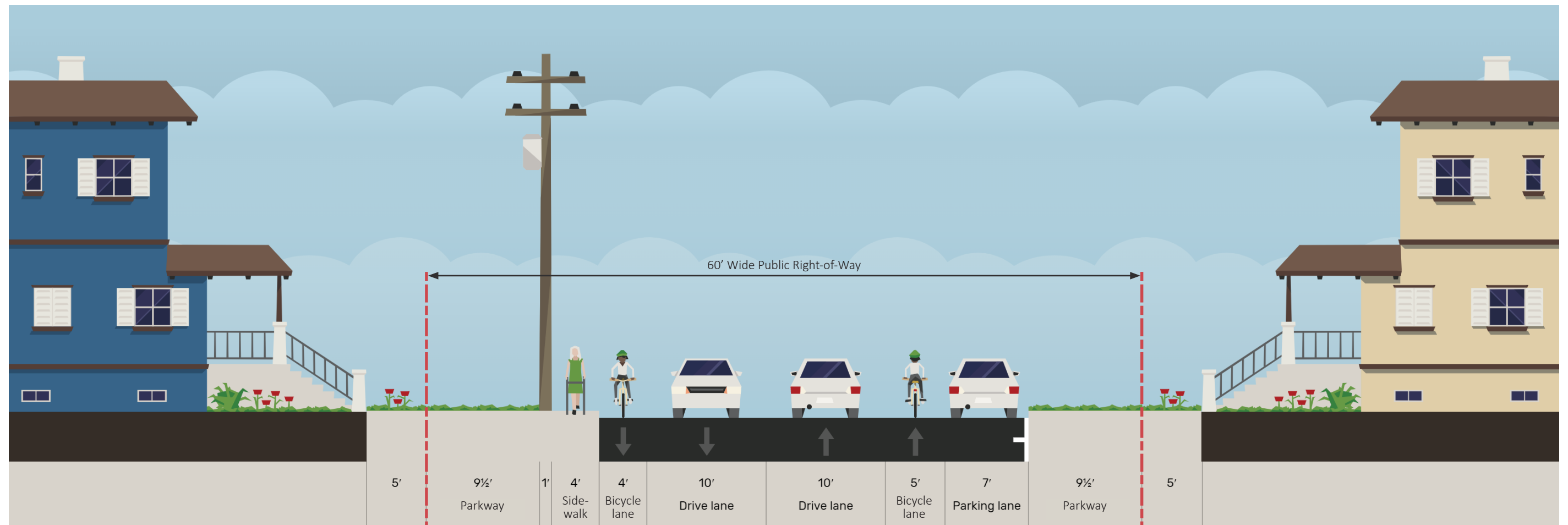
MONROE AVENUE - STREETSCAPE ALTERNATIVES

EXISTING CONDITIONS



MONROE AVENUE - STREETSCAPE ALTERNATIVES

DEDICATED BICYCLE LANES



ADVANTAGES

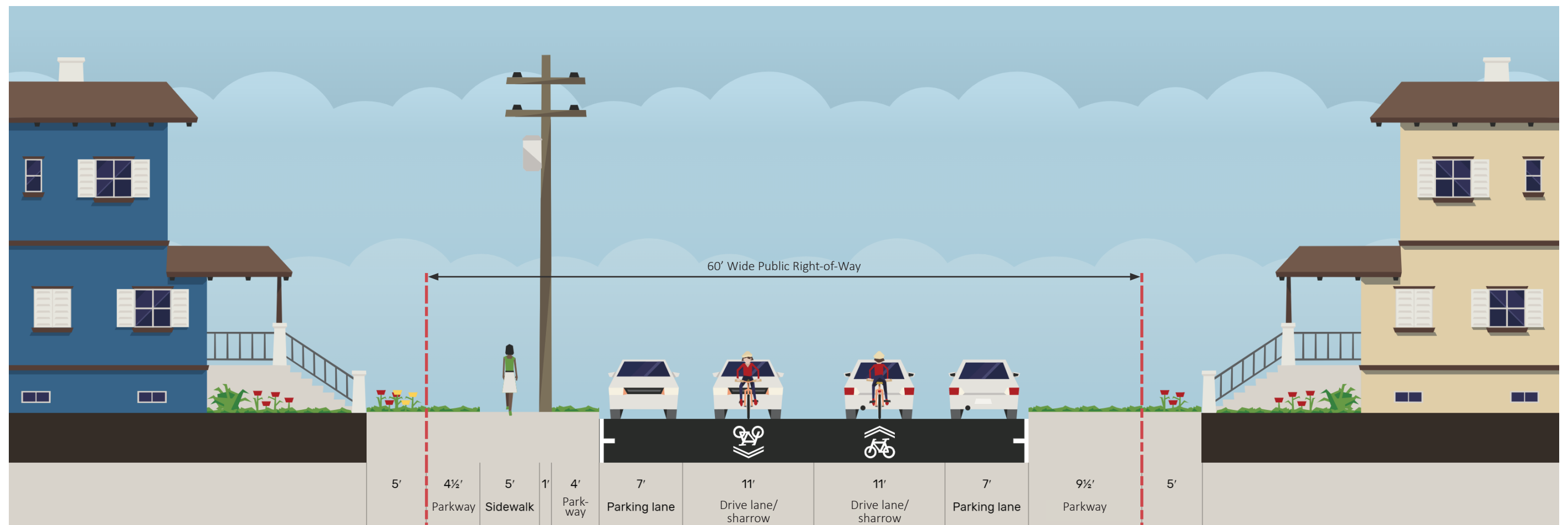
- VEHICULAR AND BICYCLE TRAVEL LANES SEPARATED
- HOLDS EXISTING CURB & SIDEWALK LOCATIONS

DISADVANTAGES

- ELIMINATES ON-STREET PARKING ON ONE SIDE
- SLIGHTLY NARROWER VEHICULAR DRIVE LANES
- EXISTING WEST SIDEWALK REMAINS NARROW AND ADJACENT TO CURB

MONROE AVENUE - STREETSCAPE ALTERNATIVES

MOVE WEST SIDEWALK AWAY FROM STREET



ADVANTAGES

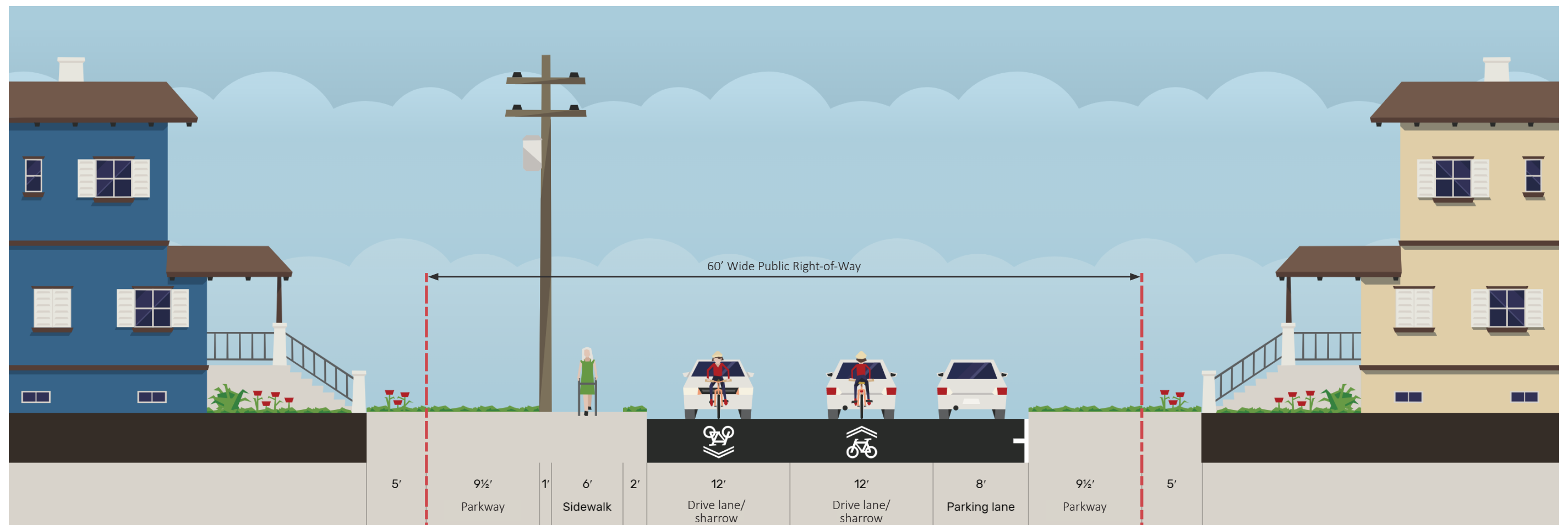
- MOVES WEST SIDEWALK AWAY FROM STREET
- NEW WEST SIDEWALK SLIGHTLY WIDER AND MAY AVOID UTILITY POLES
- HOLDS EXISTING CURBLINES
- PRESERVES ON-STREET PARKING ON BOTH SIDES OF STREET
- 'SHARROWS' WARN VEHICLES OF POTENTIAL BICYCLES

DISADVANTAGES

- 'SHARROWS' NOT AS SAFE AS DEDICATED BICYCLE LANES
- MOVING SIDEWALK MAY CONFLICT WITH PROPERTY AND/OR BUILT ITEMS WITHIN THE PUBLIC R.O.W. PERCEIVED TO BE PRIVATE PROPERTY
- RETAINING WALLS MAY BE NECESSARY GIVEN GRADE ISSUES IN CERTAIN AREAS
- UNDERGROUND UTILITY CONFLICTS MAY MAKE MOVING SIDEWALK COSTLY
- DRIVE LANES / 'SHARROWS' AND PARKING LANES SOMEWHAT NARROW

MONROE AVENUE - STREETSCAPE ALTERNATIVES

MOVE WEST CURBLINE



ADVANTAGES

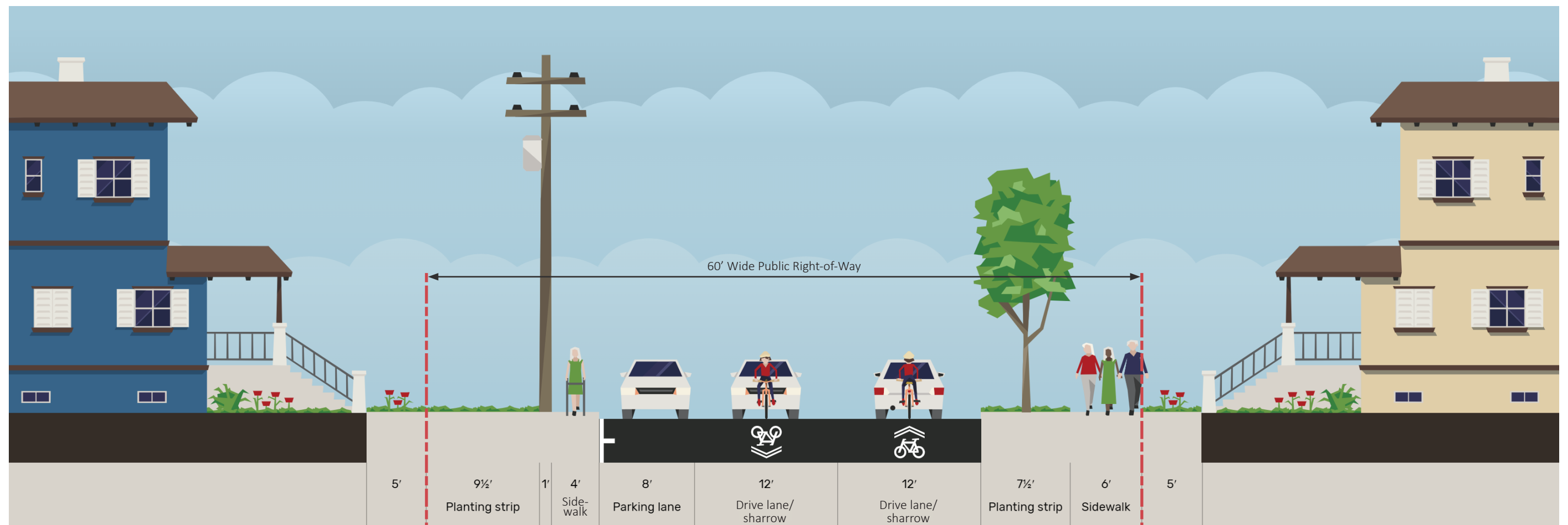
- WIDENS WEST SIDEWALK AND CREATES BUFFER BETWEEN SIDEWALK AND STREET
- 'SHARROWS' WARN VEHICLES OF POTENTIAL BICYCLES
- DRIVE LANES / 'SHARROWS' AND PARKING LANE COMFORTABLE WIDTHS

DISADVANTAGES

- 'SHARROWS' NOT AS SAFE AS DEDICATED BICYCLE LANES
- MOVING WEST CURBLINE COSTLY
- UNDERGROUND UTILITY CONFLICTS MAY MAKE WIDENING SIDEWALK COSTLY

MONROE AVENUE - STREETSCAPE ALTERNATIVES

MOVE EAST CURBLINE



ADVANTAGES

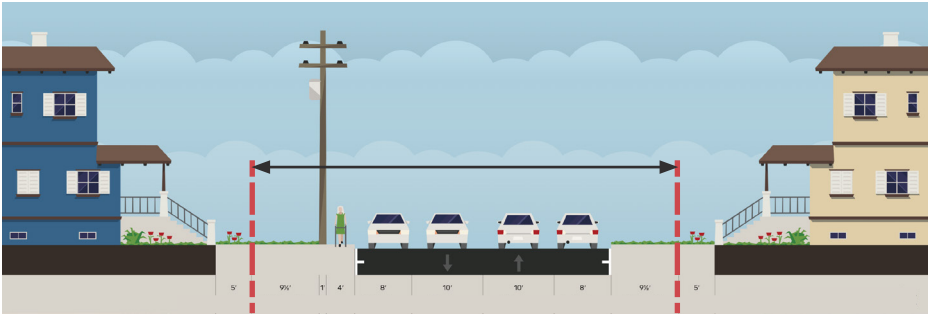
- ADDS SIDEWALK TO EAST SIDE OF STREET IN ADDITION TO PRESERVING SIDEWALK ON WEST SIDE OF STREET
- 'SHARROWS' WARN VEHICLES OF POTENTIAL BICYCLES
- DRIVE LANES / SHARROWS AND PARKING LANE COMFORTABLE WIDTHS
- ALLOWS FOR POTENTIAL STREET TREES ALONG EAST SIDE

DISADVANTAGES

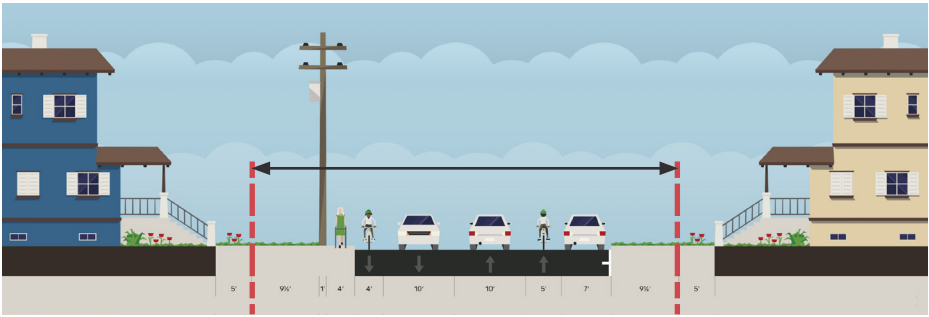
- 'SHARROWS' NOT AS SAFE AS DEDICATED BICYCLE LANES
- MOVING EAST CURBLINE COSTLY
- UNDERGROUND UTILITY CONFLICTS AND GRADE ISSUES ON EAST SIDE MAY MAKE MOVING SIDEWALK COSTLY
- ADDING NEW SIDEWALK ON EAST SIDE MAY CONFLICT WITH PROPERTY AND/OR BUILT ITEMS WITHIN THE PUBLIC R.O.W. PERCEIVED TO BE PRIVATE PROPERTY

MONROE AVENUE - STREETSCAPE ALTERNATIVES

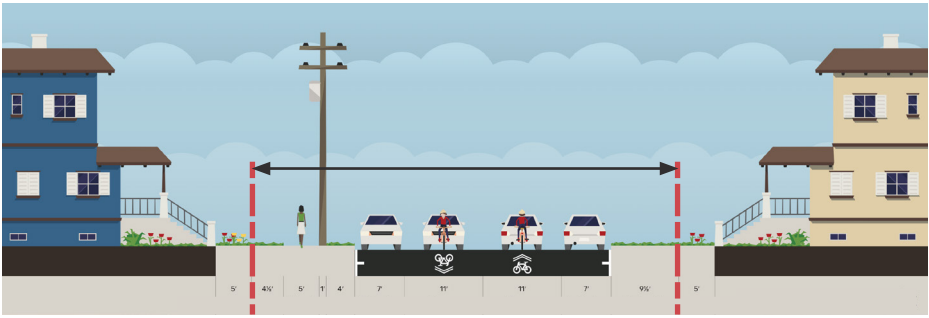
EXISTING
CONDITIONS



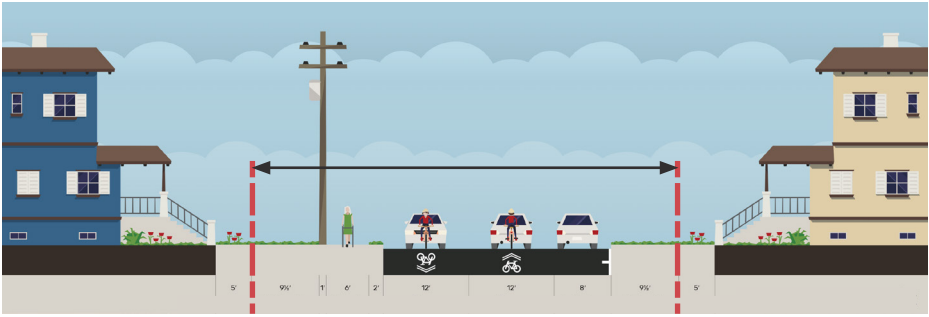
DEDICATED
BICYCLE LANES



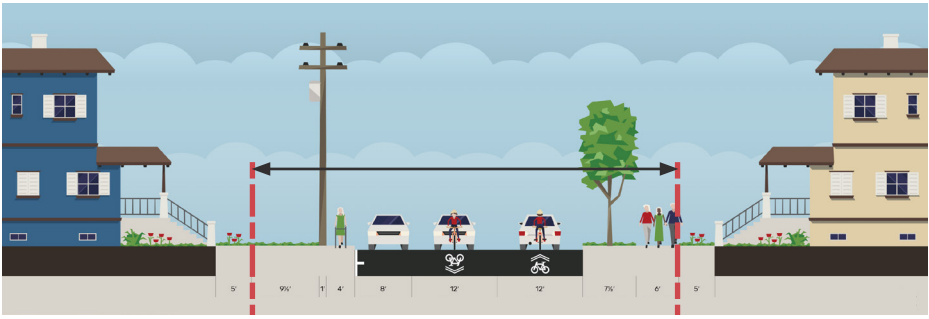
MOVE WEST
SIDEWALK AWAY
FROM STREET



MOVE WEST
CURBLINE



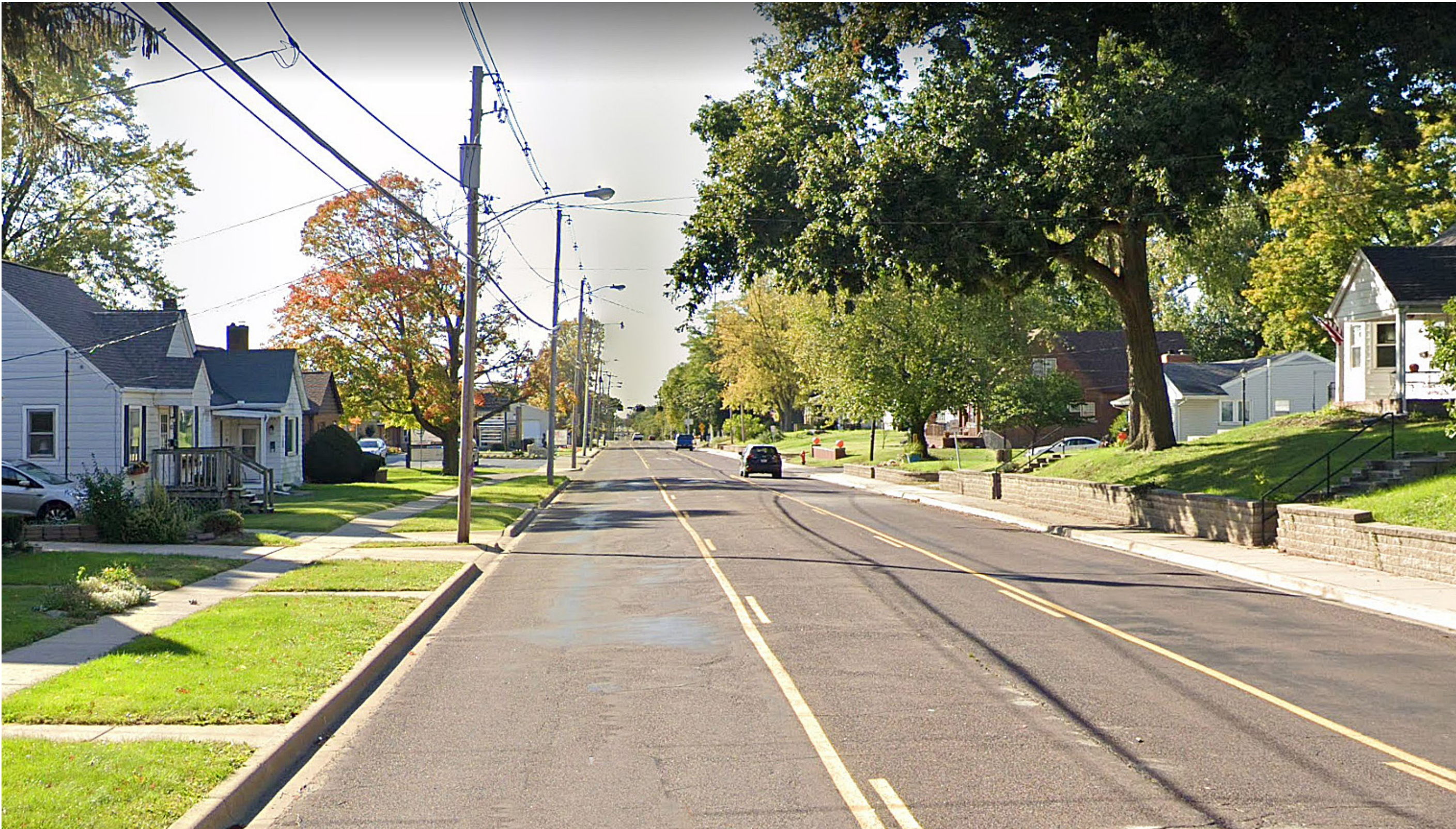
MOVE EAST
CURBLINE



CORRIDOR AMENITIES

SECTION 4

MONROE AVENUE - CORRIDOR AMENITIES



Glen Avenue provides a good example of a Village Street with sidewalks on both sides of the street, with one sidewalk buffered from street with a grass parkway.

MONROE AVENUE - CORRIDOR AMENITIES



Pedestrian scaled lighting provides safety and brand identity.

MONROE AVENUE - CORRIDOR AMENITIES



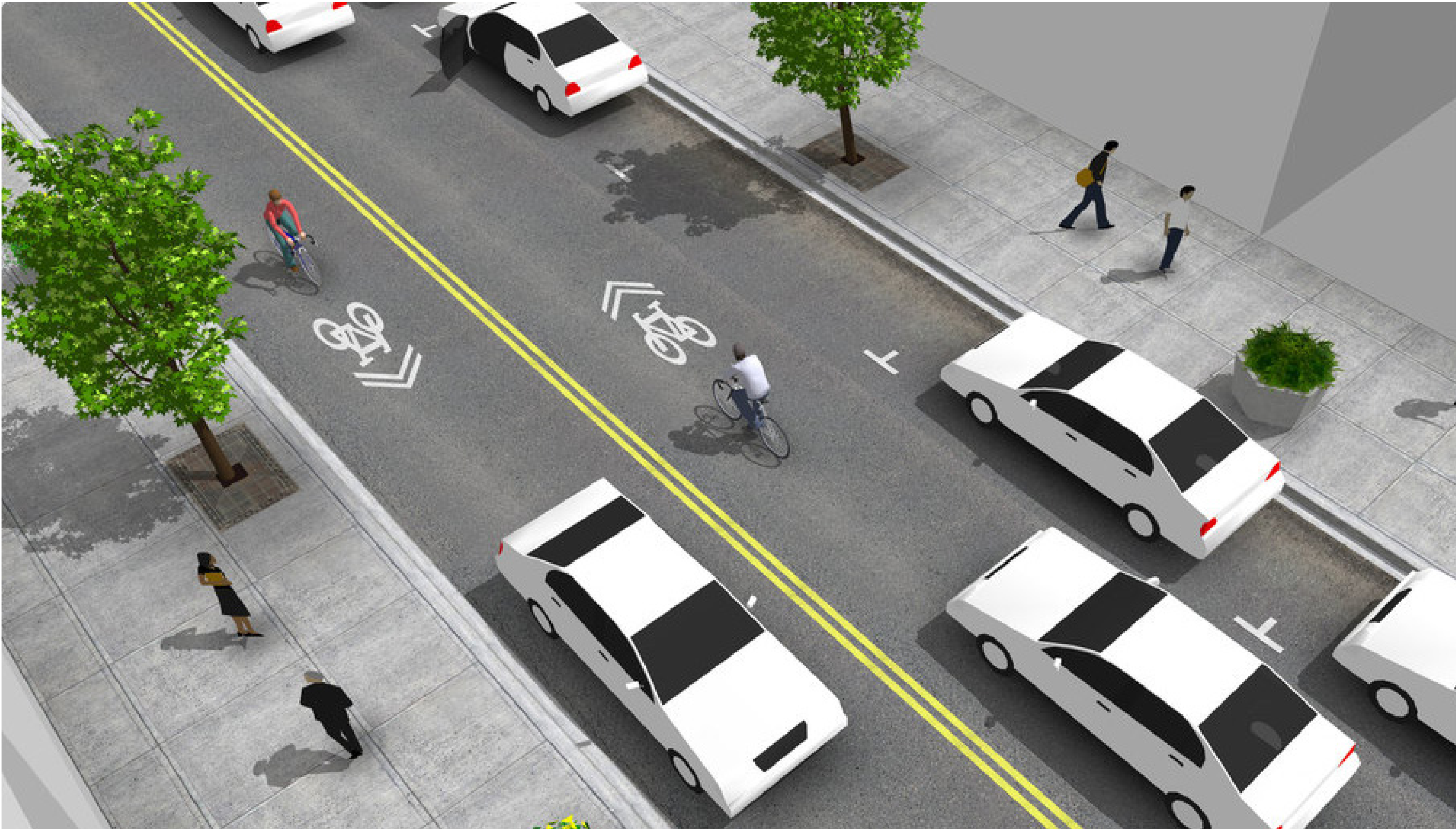
Providing paved areas and a bench help make bus stops more user friendly.

MONROE AVENUE - CORRIDOR AMENITIES



Dedicated bicycle lane adjacent to public sidewalk helps buffer pedestrians from vehicles.

MONROE AVENUE - CORRIDOR AMENITIES



Shared lane markings ('Sharrows') indicated to vehicles that bicycles are present.



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