

# 2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



**Exhibit 3**



## Integrated Transportation

Integrated Transportation intends to create a range of mobility options that are safe and efficient for all types of users. This theme provides policy guidance for the development, enhancement, beautification, and expansion of all current transportation options and explores yet-to-be-identified emerging technologies. Peoria's system includes the on-street network, transit services, pedestrian and bicycle facilities (active transportation), and mobility-as-a-service (MaaS).

The goal of Integrated Transportation section is to provide a balanced approach for a variety of modes of travel that further broadens the system away from single-occupant, self-driven cars. Peoria aims to provide mobility solutions to schools, businesses, and services at the pedestrian, cyclist, mass transit, and automobile level. In order to address comfort levels for these users and the importance of regional connections, different implementations will be utilized in specific areas of Peoria. Pedestrian-focused areas, like P83 at 83<sup>rd</sup> Avenue and Bell Road, and Old Town, at 83<sup>rd</sup> Avenue and Peoria Avenue will provide enhanced streetscape, placemaking, shading, and expansive sidewalk and cyclist facilities. Automobile-focused corridors, like Bell Road, Lake Pleasant Parkway, and Happy Valley Road will provide Intelligent Transportation Systems (ITS) for efficient travel times, fixed and circulator bus options, and key connections to regional roadways and destinations.

## **PURPOSE**

*To holistically create a seamless network of mobility choices, through acknowledgement and dedication to continuing to foster and grow the on-street roadways, off-street shared use paths, transit options, and plan for advancing technologies. Transportation should be considered for all modes of travel and universally accessibility.*

### **4.1 ON-STREET NETWORK**

The roadway network provides facilities for vehicles, the transit network, and pedestrian and bicycle options through the connected sidewalks and bicycle lanes. This section provides background on these modes of transportation, which provide the basis for goals and policies to expand or improve the networks to accommodate future growth.

Peoria utilizes a robust system of Intelligent Transportation Systems (ITS) in order to monitor traffic congestion and how efficiently vehicles are travelling on the roadway network. ITS allows the City to make improvements and corrections to better move all forms of transportation through the City. This extra refinement improves safety around schools by allowing left-turn movements freely during off-peak times and during a protected phase when students are using active transportation (cycling and walking) to get to school. This limits the exposure and reduces conflict between users. Recently, Bell Road has been upgraded to provide an adaptive camera system. This has reduced congestion times by coordinating traffic signals through multiple local, county, and state-level jurisdictions. This level of coordination can be utilized on other regional roadways such as Happy Valley Road and Lake Pleasant Parkway. Ensuring that the roadway network can operate efficiently helps create a better semblance of quality of life that makes travel enjoyable within Peoria.

#### **Roadway Network**

The Peoria roadway network is fully interconnected into the Phoenix street-grid system. The Peoria roadways from 67<sup>th</sup> Avenue to 91<sup>st</sup> Avenue and from Northern Avenue to Happy Valley Road maintains alignment and regional connections with the adjacent cities of Glendale, Phoenix, Surprise, and portions of unincorporated Maricopa County. This area is consistent with other areas of the Phoenix metropolitan area with arterial roadways at one-mile intervals, and collector and local streets providing robust connections to existing shopping and services.





North of Happy Valley Road and west of 91<sup>st</sup> Avenue in the less developed portions of Peoria, the street grid alignment adjusts to the topographic characteristics of the area. River and wash corridors, as well as mountainous terrain create challenges for local and regional connections at the same frequency and spacing. Arterial roadway spacing can vary from one-mile intervals to several miles apart. The northern portion of Peoria must address all forms of transportation through the roadway network to include facilities for transit and active transportation.

Peoria has access to four major transportation corridors: Arizona State Route 101 (Loop 101), Arizona State Route 303 (Loop 303), US Route 60 (US 60 or Grand Avenue), and Arizona State Route 74 (SR 74). These state routes along with Peoria's extensive network of parkways, **major** arterials, and collectors provide both intracity and intercity travel options.

## **Functional Classification**

Streets in the roadway network are given classifications based on function within the network. In general, these classifications are used to establish a logical, integrated roadway network throughout the community, and define the relationship between accessibility and mobility. Generally, as mobility increases, access decreases and vice-versa. State Routes, Parkways, and arterials prioritize mobility over access, while collector and local streets prioritize access over mobility.

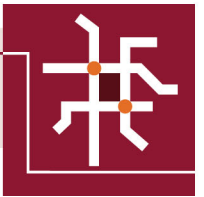
The functional classifications are based on the services performed, typical trip lengths, access spacing, and continuity of the Peoria roadway system. The following are the functional categories in Peoria, which describes the hierarchy of streets:

- **Freeway.** Freeways provide high-speed travel, similar to an interstate. The four freeways in Peoria are SR 101 (Loop 101), SR 303 (Loop 303), and State Route 74 (SR 74). US 60 (Grand Avenue) operates as a quasi-highway, which has similar characteristics as a Freeway. All roadways classified as Freeway (including Grand Avenue) are under the jurisdiction of the Arizona Department of Transportation (ADOT) and access control is addressed via interchanges.
- **Parkway.** Parkways are major roadways that provide connectivity between adjacent communities by moving large volumes of traffic though maintained access control measures. Parkways should be designated as a limited access road by controlling the spacing between intersections, driveways, crossings, and other conflict points to improve efficiency and safety. Generally, major intersections are located at mile intervals, with half-mile intersections if the demand exists. Examples of Parkways include Lake Pleasant Parkway and Happy Valley Parkway.
- **Major Arterial.** ~~Major~~ Arterials move large volumes of traffic from one part of Peoria to another and are spaced based on land use density and not distance. ~~moderate speed traffic to and from freeways and serve some city wide trips.~~ ~~Major a~~ Arterials connect areas that are major access points for commercial uses along major arterials, as well as residential areas that are served from side streets. Access studies may be needed for future **major** arterials.
- ~~Minor Arterial. Minor Arterials move large volumes of traffic from one part of Peoria to another. Minor arterials. Minor arterials allow for the movement of through traffic, with a secondary benefit of providing direct property access. Minor arterials are used to primarily connect neighborhoods to local commercial uses.~~

- **Collector.** Collectors allow neighborhood traffic to travel from local to arterial streets. Collectors provide for the movement of neighborhood traffic, but not as connections for non-neighborhood through traffic, with a secondary benefit of providing direct property access. Bicycle routes are typically located on collector streets and may require additional right-of-way and street width.
  - ~~Major Collector. Major Collectors provide two lanes of travel in both directions, restrict street side parking, and provide a center left turn lane.~~
  - ~~Minor Collector. Minor Collectors provide one lane of travel in each direction and provide a center left turn lane.~~
- **Local.** Local Streets provide direct property access. They bring local neighborhood traffic to collectors, which then feed into arterials. Local streets are designed to preserve privacy and encourage livable residential neighborhoods.
- **Rural.** Rural Streets are the same functional classification as a local street when located in a rural setting.

Peoria’s transportation network can be seen on **Figure 5**. The northern areas of the Municipal Planning Area (MPA) have been characterized as having the most potential for growth. These areas are serviced by Loop 303 and SR-74 and while development is currently sparse, much of the northern MPA has been master planned for future development. The City will need to position itself to ensure as these areas continue to build out considerations are made for the future developments adjacent to these communities. Topographical challenges and constraints will further define the ability to serve local and regional destinations.





## Signature Streets

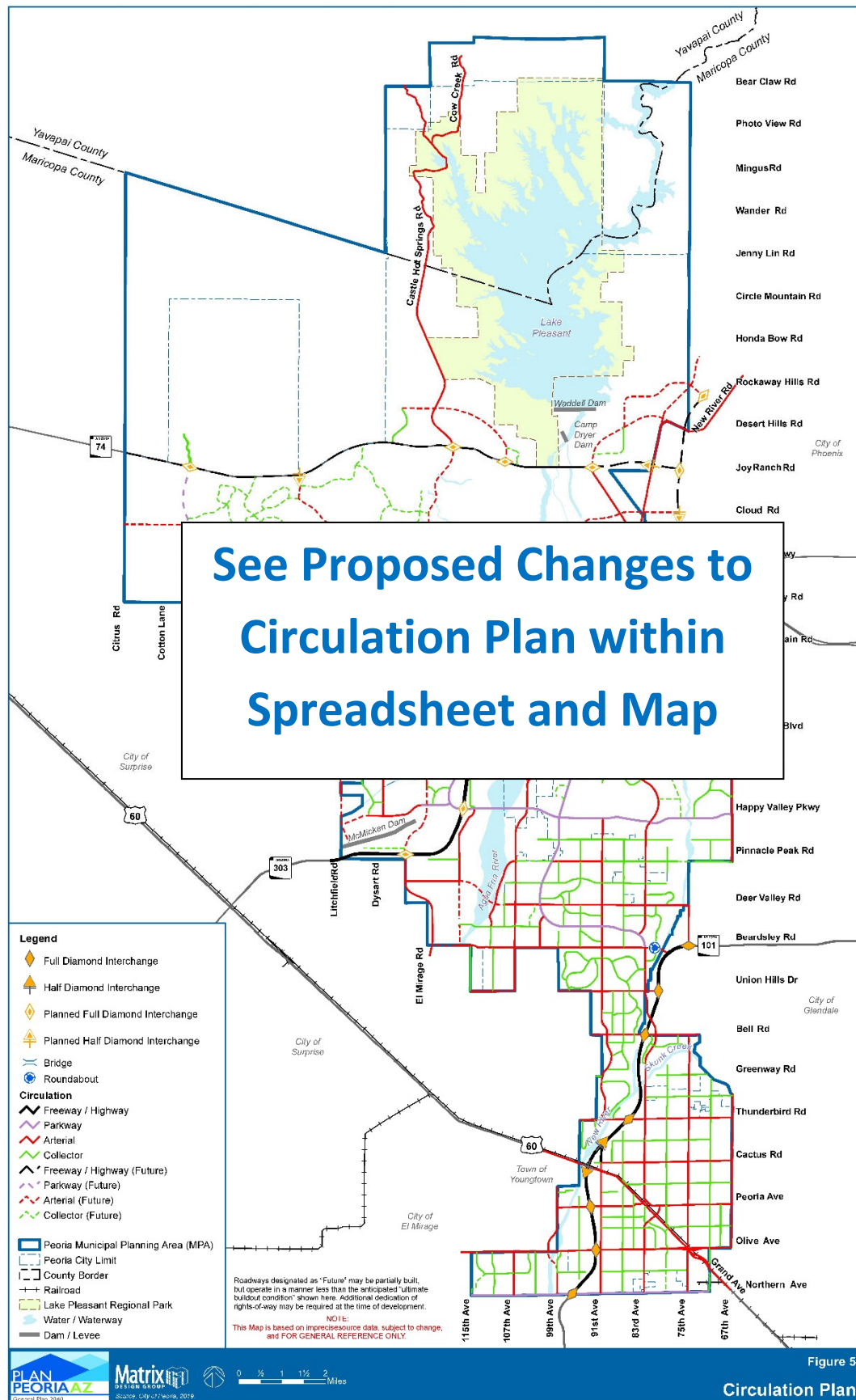
Peoria recognizes the need to continue to be distinctive as a leader in the Valley. One of the techniques to do so is by establishing a number of Signature Streets that embraces the City's identity by incorporating placemaking, shade, transit and multi-modal facilities. There are many examples of roadways within Peoria that are known as primary routes within the city, including 83<sup>rd</sup> Avenue, Peoria Avenue, and Lake Pleasant Parkway. Some roadways have started progressing from asphalt alone to include shade elements through landscaped medians, wider sidewalks to accommodate multiple transportation methods, and specific branding elements. These should be refined through master planning efforts, and molded through continued private development partnerships.

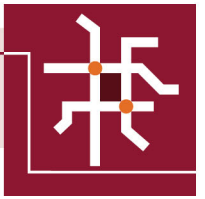
## Circulation Plan

The Circulation Plan shown on **Figure 5** depicts the future roadway network for the City to be implemented with new growth opportunities. This map also shows the existing roadway network that has been built or entitled through private development. As the City continues to build to the north and west of the major population and employment centers, a more thorough investigation of constraints due to mountain ranges, river and wash corridors, and significant archeological areas will need to be done.

This effort provides an opportunity to develop a Transportation Master Plan. The plan would be used to guide the City's transportation needs and refine the Circulation Plan based on the northern Peoria challenges, future development corridors, and community's buildout condition. The plan would also provide recommended improvements to the existing transportation network to accommodate growth and provide for a comprehensive, multi-modal network. Once adopted, the future Transportation Master Plan would become part of the General Plan by reference.







## 4.2 TRANSIT

Public transportation is a vital component of any multi-modal network as it provides mobility along major transportation corridors throughout southern and central Peoria connecting riders throughout the larger region. Currently, public transit services build on the existing roadway network and consist of several Fixed Route Bus Service, Dial-a-Ride (DAR) and Para-transit Service, and the Peoria On The Go (POGO) circulator in central and northern Peoria. This section also discusses future transit opportunities.

The 2011 Multi-Modal Transportation Plan has served as the guiding document for transit services within the City. This plan has been applied to implement the new 83<sup>rd</sup> Avenue fixed-route bus service option, the POGO circulator, and the first phase of the Old Town Transit Center by moving the downtown Peoria Park-and-Ride facility to a more visible, centralized location. As transit continues to evolve and compete against MaaS, the City will need to update this plan with a new Transit Master Plan.

### Fixed Route Bus Services

Fixed route bus services in Peoria is provided by Valley Metro. There are currently five local routes, and one limited route in the City that are within the Valley Metro super-grid, which extends transit services throughout the region:

- **Peoria Avenue (Route #106).** The Peoria Avenue (#106) route travels from 105th Avenue at Santa Fe in Sun City, east to the Sunnyslope Transit Center at 3rd Street and Dunlap Avenue.
- **67th Avenue (Route #67).** The 67th Avenue (#67) route travels north to south from Buckeye Road to Arrowhead Towne Center at 75th Avenue and Bell Road. Route 67 runs along the City limit with Glendale.
- **Bell Road (Route #170).** The Bell Road (#170) route travels from Arrowhead Towne Center east to Raintree Drive and Northsight Boulevard in Scottsdale.
- **Thunderbird Road (Route #138).** The Thunderbird Road (#138) route travels from 105th Avenue and Santa Fe Drive to 32nd Street and Thunderbird Road.
- **83rd Avenue (Route #83).** The newly extended 83rd Avenue route provides a north-south transit option for Peoria residents. Route 83 travels from Arrowhead Towne Center south to Van Buren Street in Phoenix.
- **Grand Avenue Limited (GAL).** The Grand Avenue Limited travels from the Peoria Park & Ride facility at 83<sup>rd</sup> Avenue and Peoria Avenue, southeast to Phoenix's Central Station at Central Avenue and Van Buren Street. GAL operates as a quasi-limited service bus with only two inbound morning trips and two evening outbound trips.



## Dial-A-Ride and Regional Para-Transit Service

Dial-A-Ride (DAR) and Para-transit services mixes elements of traditional bus service with characteristics of MaaS. The City offers DAR Monday through Friday within City limits. In addition to Peoria's regular service, a special program called Dial-A-Ride Plus (DAR+) for seniors and disabled persons allows the City to transport Peoria residents to the neighboring medical campuses of Sun City and Glendale. Travel beyond these areas is also available through Valley Metro Regional ADA service.

## Transit Stops

The City recognizes the need to provide transit stops and shelters that create safe, shaded environments. If bus stops provide a comfortable waiting environment, people traveling to and from that area will be more likely to use transit. Conversely, if bus stops do not provide a comfortable environment, people will be less likely to use transit. Peoria will continue to evaluate and enhance all transit stops along fixed-route and POGO locations. This may include shelters, additional natural shading through trees and trellises, or constructed shade panels and sails. The existing ADA conditions will also be reviewed and improved to current standards.



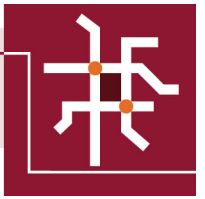
The new centralized Park-and-Ride facility at 83rd Avenue and Peoria Avenue provides shaded parking for over 50 vehicles and serves as overflow parking for events in Old Town Peoria. The facility is utilized for the GAL route, and is additionally served by Route 106 and Route 83, running on Peoria Avenue and 83rd Avenue, respectively.

## Peoria On The Go

~~Peoria On The Go (POGO) is the City's circulator bus route located in central and northern Peoria. Circulators connect neighborhoods with local services and activity centers and act as an extension to fixed route service. POGO began operation in 2019 and has quickly become a preferred option to connect neighborhoods and services.~~

~~POGO serves Peoria residents and connects to a portion of Glendale at the regional Arrowhead Transit Center. The route is 18 miles in length, serving 83rd Avenue, Happy Valley Road, Lake Pleasant Parkway, Bell Road, and 91st Avenue. POGO serves approximately 18,000 residents and reaches 8,000 jobs within a quarter mile of the stops. The route includes the Four Corners and P83 shopping and entertainment districts, two high schools, three elementary schools, and the Sunrise Mountain branch library. The route currently runs at 30-minute intervals between 6:00 a.m. and 6:00 p.m., during weekdays.~~





### **Future Transit Opportunities**

Peoria will continue to plan and implement facilities towards the transit evolution. The existing regional funding through Proposition 400 will sunset in 2025. Peoria will need to be in a competitive position if Maricopa County residents fund a new Prop 500 initiative. A Transit Master Plan can refine near to long-term goals for fixed route and circulator busing, and possible high capacity transit options.

#### ***Fixed Route and Circulator Bus***

Peoria will continue to coordinate with adjacent cities and the regional bus operator, Valley Metro for expansions of the super-grid system. Numerous local routes along many of Peoria's streets have not yet come into City limits, including Northern Avenue (Route #80), Olive Avenue (Route #90), Union Hills Drive (Route #186), and 75<sup>th</sup> Avenue (Route #75). Bell Road (Route #170) is only in Peoria for a very short distance and can be expanded much further to the west than the current end-of-line at the Arrowhead Transit Center. These routes should be explored to determine when extensions are feasible.

Additional new routes can be explored along such roadways as Happy Valley Road, which can make connections with the city of Phoenix and an existing Valley Metro Park-and-Ride facility at Interstate 17 (I-17) and Happy Valley Road. Route #90 along Olive Avenue presents a unique opportunity for expansion as the current end-of-line for Valley Metro Light Rail is located at 19<sup>th</sup> Avenue and Dunlap (renamed from Olive Avenue) approximately six miles east of the City limits.

#### ***High Capacity Transit***

The 2011 Multi-Modal Transportation Plan determined that none of the Light Rail Transit (LRT) scenarios were feasible for the near future due to low projected ridership, diminishing return, and high costs of installation. Additionally, the City of Glendale has determined not to move forward with a LRT spur extension, which makes the closest planned connection over six miles away from Peoria city limits in the city of Phoenix. This creates an opportunity to evaluate Bus Rapid Transit (BRT) through this corridor to connect to the light rail network. This would act as an express route bridging gaps in the mass transit network, providing residents with another alternative to single-occupant driving to major employment corridors in central and downtown Phoenix.

#### ***Commuter Rail***

The Maricopa County Association of Governments (MAG) is studying the potential of a regional commuter rail system utilizing the existing Burlington Northern Santa Fe (BNSF) rail line along Grand Avenue. This system would connect the cities of Wickenburg, Surprise, Sun City, Peoria, and Glendale to downtown Phoenix. Peoria has positioned the Old Town Park-and-Ride facility to expand to a mass transit hub for bus and rail transit should commuter rail move forward in the region.

## 4.3 ACTIVE TRANSPORTATION

Providing convenient, safe, and comfortable bicycle and pedestrian paths is an important component of a multi-modal transportation network. Peoria is a bicycle-friendly city containing over 121 miles of dedicated bicycle lanes, which includes over 70 percent of all Peoria arterial and parkway roads. The off-street network contains over 20 miles of shared-use paths on the river networks for all forms of non-motorized travel. To provide enhanced connectivity, the bicycle network extends past Loop 303 to State Route 74 through an expanded bicycle route paved shoulder. The off-street network additionally extends to an established unpaved trail constructed by Maricopa County that ultimately connect to Lake Pleasant as part of the Maricopa Trail.

### On-Street Network

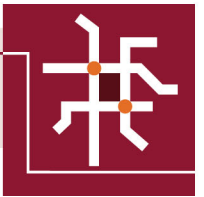
Peoria has strived towards a holistic approach for transportation goals that go beyond the single-occupant vehicle. The sidewalk network extends throughout nearly all Peoria roadways through connected or landscape-separated paths. In more established sections of Peoria the sidewalk is typically four feet wide, while more recent developments have utilized five feet on local streets, and eight to ten feet wide on arterial and parkway roads. The City distinguishes the importance of expanded widths for universal accessibility and future planning with shade canopy goals, transit implementation, and MaaS options, discussed in the next section.

Through updates to the Peoria Engineering Standards Manual, all parkway, arterial, and collector roadway sections include dedicated bicycle lanes. Peoria's robust network allows riders to continuously travel throughout the City and connect with transit facilities, adjacent jurisdictions, and a majority of neighborhoods and services. The City recognizes the growing desire to use cycling as an alternative to driving by continuing to retrofit existing arterial roads in Peoria with new dedicated bicycle lanes. These installations consequently improve shy distance for pedestrians on the connected sidewalk network and reduce conflict points. Peoria will need to continue to evaluate access management to better control the interaction between driver and non-vehicular travel modes.

### Off-Street Network

The City contains a regional pathway network along its three major waterways: New River, Agua Fria River, and Skunk Creek.

- **New River Trail.** The New River Trail (NRT) traverses Peoria from beyond its southern border with Glendale uninterrupted for over thirteen miles. This shared-use path does not interact with any roadway by providing underpasses or low-flow crossings at every mile. The route parallels Loop 101 for a majority of that distance and reiterates the City's stance on providing alternatives to the car-centric model.
- **Agua Fria River Trail.** The Agua Fria River Trail (AFRT) has been partially constructed through private development along a small portion of northern Peoria. Extensions of this path will be difficult due to a number of jurisdictions that are adjacent to Agua Fria River and the numerous sand and gravel operations that continue to operate; however, steps should be taken whenever possible to ensure connectivity of this trail throughout the corridor.



- **Skunk Creek Trail.** Skunk Creek Trail (SCT) is located behind the P83 Entertainment District in central Peoria and acts as a regional hub for many different trail networks. Skunk Creek Trail confluences with New River Trail to the west at Peoria's first community park, Rio Vista. The trail also continues east from P83 through City limits into Glendale and continues for an additional three miles. SCT also shifts onto the Arizona Canal Diversion Channel (ACDC), which is a far-reaching shared-use path that provides unimpeded travel through the cities of Glendale, Phoenix, and Scottsdale.

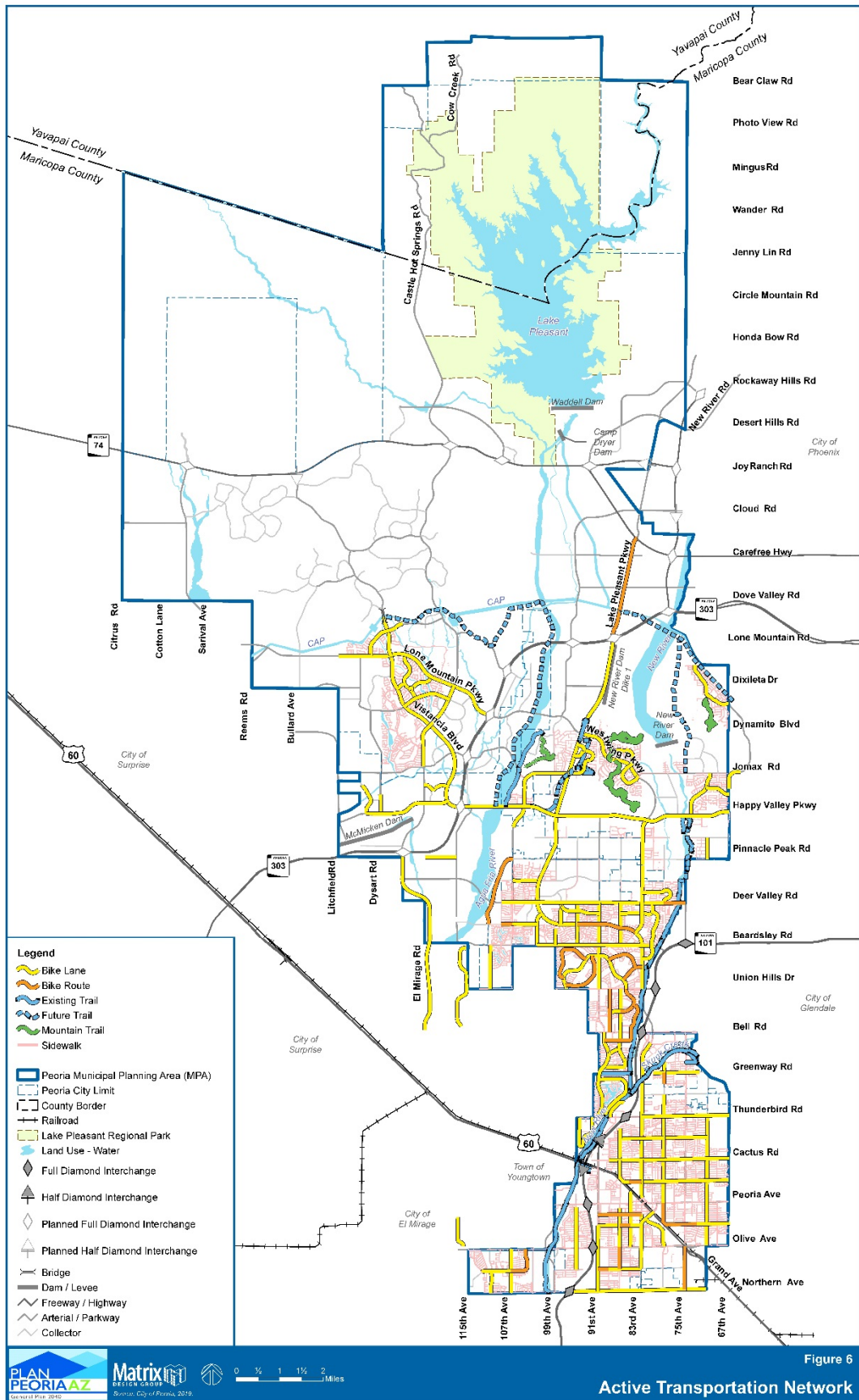
### Future Active Transportation Opportunities

New development in Peoria will continue to provide additional active transportation infrastructure opportunities through sidewalks, bicycle lanes, trail extensions and shared-use paths. The Peoria Engineering Standards Manual provides the design and construction standards and specifics in order to create a seamless connection to the existing network and the City's master plans outline the same information for the off-street network. When possible, the City will collaborate with developers to create harmonious neighborhood connections to the City's active transportation network and design appropriate travel paths with commercial and office developments to broaden the ability to utilize active transportation as an alternate to driving. The active transportation network is shown in **Figure 6**.

To expand upon future on-street bicycle and pedestrian needs in the city, an Active Transportation Plan should be developed. An Active Transportation Plan is a master plan for pedestrian and bicycle facilities that identify gaps, recommendations, priorities, and funding mechanisms for implementing future improvements. This plan should also consider future technologies (MaaS) for the bicycle and pedestrian realm and plan accordingly for them. While the plan will focus on the roadway and built environment, the off-street network should be acknowledged and build upon existing plans. For example, the City continues to plan for and extend shared use paths to ensure connectivity between existing trails, and existing and future development. These extensions are then regularly updated on the city's interactive trail map available online. Looking ahead, continued master planning efforts contemplate numerous miles to be added to the system in the form of shared use paths, hiking trails, and equestrian-specific routes. Additional trailheads are proposed along these networks to provide additional amenities to users, such as expanded parking, restrooms and picnic areas. These efforts will help ensure residents and visitors continue to enjoy access to a robust active transportation network within Peoria in the years to come.

# PLAN PEORIAAZ

General Plan 2040





### 4.4 MOBILITY-AS-A-SERVICE (MAAS)

Mobility-as-a-Service (MaaS) is an emerging opportunity to move further away from single-occupant self-driven vehicles. When planning for growth and the transportation system that will accommodate this growth, there is a need to look ahead at the impacts of MaaS and how it can affect roadway cross-sections and on-site design to ensure interactions between multiple travel means are symbiotic. Additionally, further exploration of the various forms of active transportation facilities and what kind of mobility options should interact is needed, specifically with regard to motorized and non-motorized options.

#### Emerging Technology

The transportation industry is beginning to see its first real shift away from personally owned cars into new technologies with the autonomous car, ride-hailing options, such as Uber and Lyft, and micro-mobility concepts with bicycle and scooter rental companies. In short, a MaaS user could arrange transportation options for short or long distance travel through this new technology. Integrated data sharing and route planning can help cities better plan and design the roadway network and include appropriate amenities in the right places.

#### *Autonomous Vehicles*

Arizona is a leader of autonomous vehicle testing with several companies operating and testing various aspects of a human driver or human monitoring. The Society of Automotive Engineers (SAE) defines five levels of autonomy:

- **0: No Automation** – Full-time human driver of all aspects of the driving.
- **1: Driver Assistance** – Full-time human driver with either steering or acceleration/deceleration assistance.
- **2: Partial Automation** - Full-time human driver with both steering and acceleration/deceleration assistance. This is the first level of a “hands-off” method.
- **3: Conditional Automation** – Self-driven with assistance by human driver at controls if requested to intervene. This allows the driver to not fully engage in their surroundings.
- **4: High Automation** - Self-driven with ability to correct if human does not intervene or in a position to manage controls. This allows all occupants to act as passengers.
- **5: Full Automation** – Self-driven with all abilities and inventions as human driver. No steering wheel or pedals required.

A majority of new vehicles sold fall somewhere between Level 2 and Level 3 automation, with a majority committed to obtaining Level 3 or Level 4 in the next ten years. These improvements will improve efficiency in the existing network that will lend itself to reevaluation of the roadway classifications. In some instances, a downgrade of an existing or planned roadway may be appropriate due to the reduced delays and conflicts through this technology.

### ***Ridesharing***

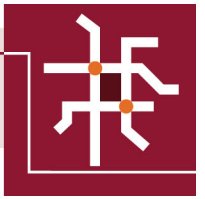
Ridesharing services have become a possible alternative transportation method in some cities. Due to the nature of rideshares and the continued use of these services, an increased amount of congestion and “deadheading” (as in driving without fare between destination and next origin) has been seen. There should be some consideration of rideshare accommodations, such as appropriate drop-off locations when planning for future development. These services are also competing with City transit options. Dependent upon location and cost, a user may lean towards a rideshare option, instead of mass transit. This further congests the existing roadway network and reduces the efficiency of existing transit options. The City has created some positive initial steps by keeping the Peoria On The Go (POGO) circulator bus free of charge and extending Route 83 through central and southern Peoria. Expansion of transit options can help keep rideshare from overburdening the network and ensure available options are numerous.

### ***Micro-mobility***

Micro-mobility options have been around for some time in the form of bicycles, electric bicycles (or e-bicycles) and gas-powered scooters. The current widespread trend in micro-mobility is towards electric scooters (or e-scooters). Because of the growing popularity of e-scooters and rentable bicycles, the dynamics between pedestrian and vehicle travel are evolving. An emergence of dockless e-scooters have started to utilize existing city right-of-way to place these mobility options. Dockless e-scooters are placed along the sidewalk network or at transit stops as a means to provide an alternate to ever stepping in a vehicle. This option is a way to provide first-mile / last-mile travel that bridges the gap between the front door of a home and the entry point into the transit or ridesharing network.

Arizona state law was recently expanded to include e-scooters as a new category of mobility. Due to the new legislation, cities like Peoria are in the process of determining if additional allowances or restrictions are needed to address operation specifics. More particularly, Peoria will need to determine if these micro-mobility options are appropriate to mix with the vehicle traffic within bicycle lanes or on sidewalks with pedestrian traffic. Once the determination is made, the city’s applicable regulations will need to be updated accordingly.





### 4.5 GOALS AND POLICIES

#### GOALS

1. **Contiguous Transit.** Build and expand the public transit system to facilitate contiguous travel throughout the City to connect the community locally and regionally.
2. **Complete Streets.** Reconfigure existing roadways into Complete Streets, prioritizing improvements on roadways that provide access to services, schools, parks, civic uses, and mixed-use districts.
3. **Convenient Access.** Provide active transportation improvements that provide comfortable, safe, and convenient access throughout the City.
4. **Regional Coordination.** Facilitate coordination with regional partners to develop active transportation and recreational trail networks throughout natural areas and parks.
5. **Transportation Awareness.** Provide education to increase community awareness for all transportation options in the City for drivers, bicyclists, pedestrians, and transit riders.
6. **Quality Designed Transportation.** Ensure that City design standards reflect the best available design guidelines to effectively implement all modes of transportation.
7. **Signature Streets.** Provide Signature Streets that identify our City's uniqueness and incorporate placemaking and identity creation.
8. **Well Maintained.** Provide transportation infrastructure that is well-maintained and safe, preserving past investments for the future.
9. **Technology Advancements.** Implement technology advancements for the on-street roadway network, providing effective and safe travel corridors.

## **POLICIES**

### **On-Street Network**

- OSN-1** Expand the right-of-way beautification projects along the **major** arterial roadway network to provide enhanced design and landscape treatment.
- OSN-2** Protect existing and planned bridges through ongoing annual maintenance.
- OSN-3** Provide signature arrivals in Peoria through monumentation and placemaking efforts.
- OSN-4** Expand master planning efforts for various modes of travel to provide a safe, connected, integrated, and efficient transportation system.
- OSN-5** Monitor and continue implementation of the City's Pavement Management Program to keep streets in good condition, maintain vehicle safety and driver comfort, minimize the adverse effects of deteriorating roadways, and provide expansions of the City's cycling network through bicycle lane additions and transit network improvements through additional pull-out stops.
- OSN-6** Require enhanced safety measures for bicyclists and pedestrians across freeway interchanges, such as buffered bike lanes, wide sidewalks, pedestrian refuge islands, and reduced right turn lane angles.
- OSN-7** Ensure private developments provide cross-access opportunities to prevent isolated unconnected neighborhoods or commercial centers.

### **Transit Network**

- TN-1** Seek to develop higher density Transit-Oriented Development around future transit centers and regional roads to create a strong nexus for ridership.
- ~~**TN-2** Expand the Peoria On The Go circulator bus to other areas of the City around Old Town and the master planned developments north of the Loop 303 to address first mile / last mile options.~~
- TN-2** Extend fixed-route service along existing Valley Metro routes into Peoria.
- TN-3** Promote the use of Dial-A-Ride and Regional Para-Transit Service through additional outreach with local businesses, offices, and City media services.
- TN-4** Ensure future roads and private developments provide adequate transit facilities at key locations.
- TN-5** Secure a major role in the coordination with all neighboring cities on regional transit programs and projects.
- TN-6** Implement regional Bus Rapid Transit (BRT) corridors with regional partners.
- TN-7** Explore future park-and-ride or transit center locations in the northern portion of Peoria.



### Active Transportation

- AT-1** Promote the use of green bicycle lanes implementations to provide enhanced notification to driver and cyclist.
- AT-2** Continue to provide a safe, connected, integrated and efficient active transportation network through improved design standards, increased shade, and proper separation from vehicular travel.
- AT-3** Identify areas with pedestrian and bicycle conflicts concerns and prioritize improvements of these areas to use as a baseline for future improvements.
- AT-4** Identify gaps in the existing on-street and off-street network active transportation network and direct improvements through private development and the Capital Improvement Program.
- AT-5** Explore the use of pedestrian overpasses along freeway corridors to improve access from the trail network to key areas of Peoria, such as P83, Park West, Rio Vista and Pioneer Community Park.
- AT-6** Consider incorporating pedestrian plazas, promenades, and paseos to divide large blocks in future redevelopment within existing neighborhoods.
- AT-7** Identify and develop additional trailheads where trails intersect with Peoria's bicycle and pedestrian network. Such trailheads should include a variety of amenities, including parking, restrooms, and shade.

### Mobility-as-a-Service

- MS-1** Expand the use of adaptive traffic cameras for heavily travelled and regional corridors.
- MS-2** Monitor emerging modes of travel, such as autonomous vehicles, and evaluate the suitability of such travel on the City's roadway network and existing or planned infrastructure improvements.
- MS-3** Update City infrastructure guidelines to ensure that new transportation technologies are accommodated within the City's infrastructure.
- MS-4** Study the feasibility of developing a network of charging stations for hybrid, electric, or other alternatively fueled vehicles.
- MS-5** Study parking and loading zone requirements to consider special accommodations for transit, micro-mobility, ridesharing services, and the autonomous car.
- MS-6** Consider integration of Intelligent Transportation Systems (ITS) into transit system services.
- MS-7** Create opportunities to implement micro-mobility through expanded policy and best practices.

