

PEORIA ILLINOIS CITY PLANNING COMMISSION

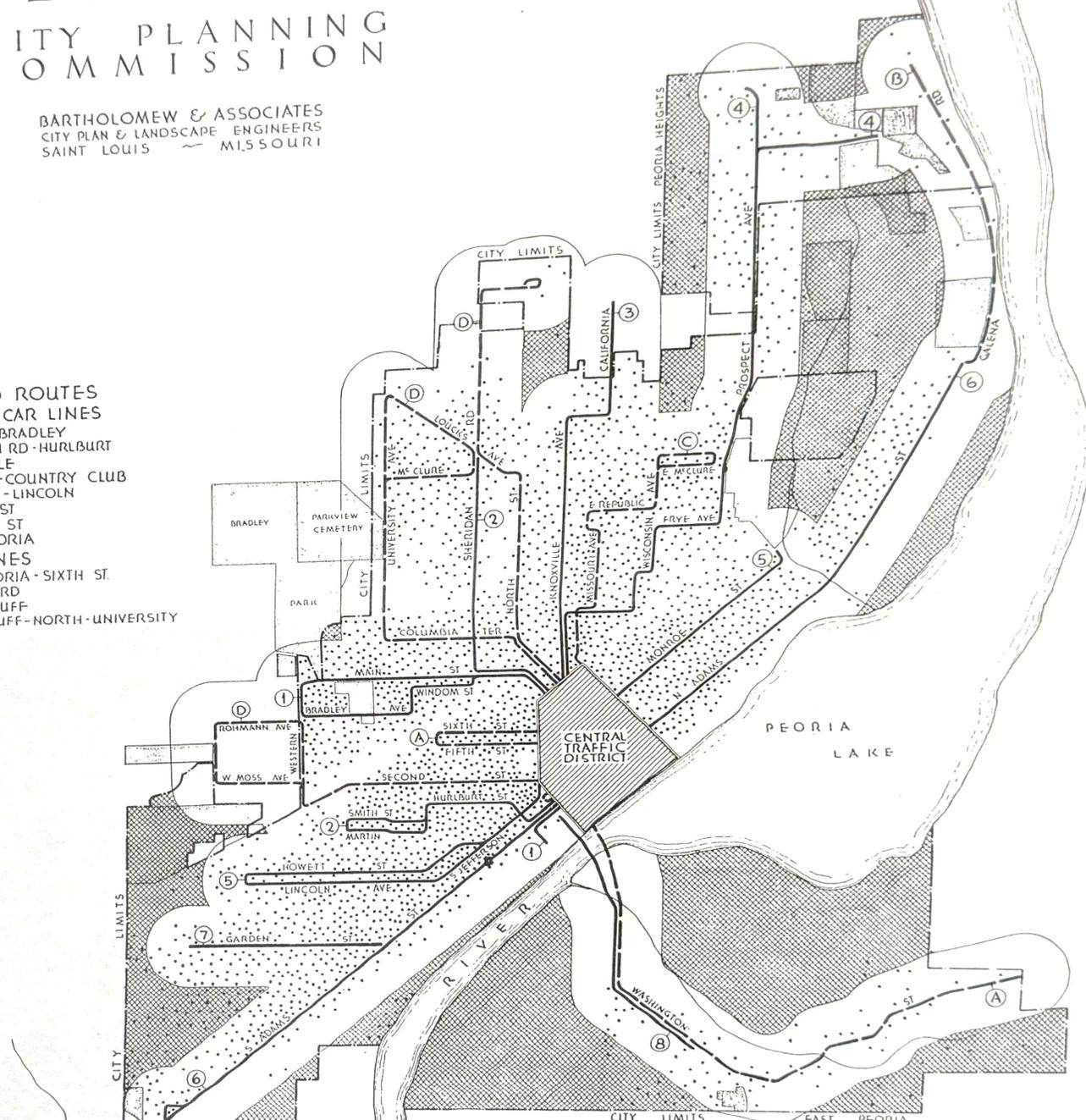
BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

KEY TO ROUTES STREET CAR LINES

- 1 MAIN & BRADLEY
- 2 SHERIDAN RD - HURLBURT
- 3 KNOXVILLE
- 4 HEIGHTS - COUNTRY CLUB
- 5 MONROE - LINCOLN
- 6 ADAMS ST
- 7 GARDEN ST
- 8 EAST PEORIA

BUS LINES

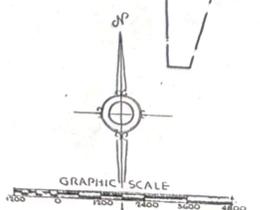
- A EAST PEORIA - SIXTH ST.
- B GALENA RD
- C EAST BLUFF
- D WEST BLUFF - NORTH - UNIVERSITY



PRESENT TRANSIT ROUTES POPULATION & AREAS SERVED

LEGEND

- STREET CAR LINES
 - - - BUS LINES
 - EACH DOT REPRESENTS 40 PERSONS
 - ▨ UNSERVED AREAS
 - ▭ PARKS & OPEN SPACES
- NOTE - ONE QUARTER MILE WALKING DISTANCE
TAKEN AS BASIS OF SERVICE



Some background:

I got this map from an OLLI class I had this Spring about Urban Planning. The class was taught by Ross Black, retired director of the City Of Peoria's Community Development Department.

Ross said that the peak ridership years of Peoria's street car system was 1920's-1930's. I'm guessing this map is from about that timeframe. Ross also said that Forrest Hill Ave was a dirt road in those days and that Glen Ave was considered to be 'way out in the country'. With that in mind, I'm surprised to see that the street cars actually went as far north as Peoria Heights / Peoria Country Club.

Ross also said that in those days, very few people had private automobiles, so the street car system (and walking) was by far the primary mode of transportation. Because of that, Peoria's neighborhoods tended to be more compact and diverse. Small businesses and grocery stores were nestled in smaller neighborhoods. One example is the intersection of Loucks Ave and Sheridan Rd. The map shows several street car lines crossing that intersection.

Best regards,
Eric Hutchison