

MINUTES OF A REGULAR MEETING  
OF THE CITY OF PEORIA  
: TRANSPORTATION COMMISSION:

February 21, 2017

A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:00 p.m. on Tuesday, February 21, 2017, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

**CALL TO ORDER**

Call to Order showed the following Transportation Commission Members in attendance:

**Commissioners Present:** Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Patrick McNamara, Commissioner Art Remsik, and Commissioner David Smesrud - 6.

**Commissioners Absent:** Commissioner Dan Adler, Commissioner George Ghareeb, Commissioner Bernie Goitein, Commissioner Nathaniel Herz, and Commissioner Joe Messmore - 5.

Others in attendance included iTeam Coordinator Anthony Corso, Mr. Bradley Dunham, Ms. Melissa Klabe, Mr. Ron Budzinski, Peoria Police Sergeant Doug Hopwood, Peoria Police Lieutenant Ernest McCall, Traffic Engineer Nick Stoffer, and Public Works Administrative Specialist Ruth Blancaflor.

**ANNOUNCEMENTS, ETC.**

- Welcome to Transportation Commissioner Art Remsik
- Second Public Meeting re: MacArthur Highway Bridge Replacement Project to be held at 6 p.m. on Tuesday, February 21st at Valeska Hinton School, 800 W. Romeo B. Garrett Avenue
- Public Meeting re: Folkers Avenue Reconstruction (Latrobe to Fremont) to be held from 5:30 to 6:30 p.m. on Wednesday, February 22nd in the Library at Trewyn Middle School

**MINUTES**

Commissioner Lyons moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on November 15, 2016, as printed; seconded by Commissioner Lott.

Approved by unanimous viva voce vote.

**ITEM No. 1:** CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

- A. PETITION from Current Area Residents on WEST STONEBRIDGE COURT Requesting the REDUCTION in SPEED LIMIT (Schedule S) on NORTH ORANGE PRAIRIE RD (War Memorial Drive to Fieldstone Dr) from 40 MPH to 30 MPH, with Speed Study Attached [District 5];

Mr. Stoffer outlined the request and referred to the Petition from the residents of West Stonebridge Court which requested the speed limit on North Orange Prairie Road between War Memorial Drive and Fieldstone Drive to be lowered from 40 to 30 miles per hour. He said the straight part of Orange Prairie Road was posted at 40 miles per hour and the curved area was 30 miles per hour. If the speed limit was to be lowered, he said his recommendation was for 35 miles per hour, in keeping with the findings of the traffic study.

Mr. Brad Dunham, 5401 W Stonebridge Court, Peoria, thanked the Commissioners for the opportunity again address the matter. He said his chief concern had always been the speed limit. From the entrance

off War Memorial Drive, he said the road was posted at 40 miles per hour but, from that point forward, the roadway was downhill and cars picked up speed even in the area posted 30 miles per hour. He expressed concern about the speeding traffic near Charter Oak Park and the intersection of Orange Prairie Road and Stonebridge Court. He pointed out that conditions had changed since the road was built, as there were more houses and pedestrians. He said the neighborhood was asking for the speed limit to be posted consistently at 30 miles per hour along the entire roadway, for police enforcement when possible, and for some sort of traffic calming measures to be placed. He said it was his opinion the hours between 6 and 9 a.m. and 3 and 7 p.m. were when the speeding was at its worst.

Police Sergeant Doug Hopwood stated he did not believe traffic would travel 30 miles per hour, even if the speed limit was posted as such. He said the Police Department had instituted six traffic projects on Orange Prairie Road in the past couple of years and that many speeding tickets were written as a result, but, he said, he knew as soon as the enforcement project ended, the problem continued. He suggested another traffic project should be instituted for 30 days, but he said the engineering component of the change would be the best answer to the problem.

Mr. Stoffer stated Orange Prairie Road was on the Bicycle Master Plan but, due to the poor condition of the roadway, he said it was not feasible to add bike lanes at this time. He said adding striping for one travel lane and a bike lane would be a good solution, since traffic in one travel lane would be forced to travel as slow as the slowest vehicle.

Commissioner McNamara discussed the importance of considering the character of the existing roadway. For instance, he said, in the area of the park, the school, and the residential areas, it was already posted at 30 miles per hour, but in the area by War Memorial Drive, with a big, open field, he said 40 miles per hour was allowable. He questioned the outcome of the previous suggestion of posting advance warning signs about the curves ahead.

Mr. Stoffer stated staff could post the advance warning signs and could move one of the speed limit signs before Fieldstone.

Mr. Dunham said the best solution was for traffic calming at the intersection. At the top of the hill, he said motorists couldn't even see over the hill.

Commissioner Lott said he didn't support changing the speed limit from 40 to 30 miles per hour because he thought the geometry of the roadway was the real problem. He said existing curb cuts and turn lanes made traveling the roadway as safe as it could be. He requested to know more about the locations of the accidents that had occurred. He said he knew there were accidents by the school intersection, which were probably due to congestion. He said he lived and biked in the area, and he agreed the poor condition of the roadway made biking uncomfortable. He said he hadn't seen any pedestrians walking on the road.

Commissioner Remsik expressed agreement with Commissioner Lott's comments. He spoke in favor of posting advance signage of Curves Ahead and posting Speed Limits Strictly Enforced signs.

Commissioner Lyons questioned what other traffic calming options were available for the neighborhood, and he spoke in favor of the Police Department undertaking another traffic project on this section of Orange Prairie Road.

Sergeant Hopwood stated he would initiate another traffic project for the area.

Mr. Stoffer said he would review the situation with the Street Division to determine what type of improvements could take place this year.

Commissioner McNamara moved to defer the item for two months until the April 18, 2017, Transportation Commission Meeting and for additional information on the accident histories to be provided to the Commissioners; seconded by Commissioner Lyons.

Approved by unanimous viva voce vote.

Mr. Dunham then left the meeting.

**B. Request from Area Neighborhood Representatives for the REDUCTION in SPEED LIMIT (Schedule S) on EAST FORREST HILL AVENUE (Knoxville Ave to Prospect Rd) from 30 MPH to 25 MPH, with Speed Study Attached [District 3];**

Mr. Stoffer explained this speed limit reduction had been planned to take place after the recent road diet that was constructed on Forrest Hill between Knoxville and Prospect by striping in two lanes and a sharrow lane. He said the idea was for the speed limit in this section to be lowered to be consistent with the section of Forrest Hill between Sheridan and Knoxville, which also had a road diet improvement. He explained the item was also brought forward by representatives of Von Steuben Middle School.

In discussion with Commissioner Lott, Mr. Stoffer explained the findings of the speed study and that, besides using the 85<sup>th</sup> percentile considerations, engineers could set a speed limit by using the average pace of the vehicles and post the limit at the top of that number. He said there also were many driveways and parked cars along this section.

Commissioner McNamara moved to recommend the approval of an Amendment to Schedule "S" of the Traffic Code of the City of Peoria for the Reduction of the Speed Limit on East Forrest Hill Avenue, between Knoxville Avenue and Prospect Road, from 30 miles per hour to 25 miles per hour; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

**C. Request from Area Neighborhood Representatives for the REDUCTION in SPEED LIMITS (Schedule S) on NORTH LEHMAN ROAD, NORTH GREAT OAK ROAD, and NORTH GREAT OAK COURT (south of West Nebraska Avenue) from 30 MPH to 25 MPH [District 2];**

Mr. Stoffer explained this request came from area representatives and was recommended by Traffic Engineering staff for approval. The area included many apartment complexes with many children present, he said.

In discussion with Commissioner Lyons, Sergeant Hopwood further explained the situation and impacts on the safety of the many little children running and playing in this area.

During the discussion, i-Team Coordinator Corso suggested the Commissioners read a study that had been done, called *Vision Zero*. He said he would share the information with them, as it included very good research on the relationship between a street's design and traffic injuries and fatalities. (Secretary's Note: He later shared the following link: <http://visionzeronetwork.org/about/what-is-vision-zero/>).

Commissioner McNamara moved to recommend the approval of the Amendment of Schedule "S" of the Traffic Code of the City of Peoria for the Reduction of the Speed Limit on North Lehman Road, North Great Oak Road, and North Great Oak Court, from 30 miles per hour to 25 miles per hour; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

- D. Requests from Peoria Police Department and Peoria Public Schools for the Following:**
- a. **PROHIBITED ZONES (Schedule A - No Parking, Standing or Stopping) on the South Side of EAST REPUBLIC STREET (Wisconsin to Maryland) [District 3];**
  - b. **INTERSECTION CONTROL (Schedule J - All Way Stop) for EAST KANSAS STREET and NORTH MARYLAND AVENUE [District 3];**

**c. INTERSECTION CONTROL (Schedule J - All Way Stop) for EAST REPUBLIC STREET and NORTH MARYLAND AVENUE [District 3];**

Mr. Stoffer explained these requests came from the Peoria Police Department and Glen Oak School. He gave the background on the requests.

Peoria Police Sergeant Doug Hopwood explained the request in paragraph D.(a) was only to change the sign from No Parking to No Parking, Standing or Stopping. He explained there were three or four No Parking signs posted along this route, and that the parents drove toward the school and stopped their vehicles and stood on the side of the road and waited for their kids. Any parents who leave their cars are ticketed, he said, but other than that, there were no other enforcement measures to be done until it could be posted No Standing or Stopping. After that, he said, Parking Enforcement could make them move their cars.

In discussion with Commissioner Lott regarding his question of how the traffic was supposed to flow, Sergeant Hopwood explained the new school's design included ingress and egress areas from Maryland Avenue and that, as long as the traffic kept moving, it worked well. He said the parents were parking on Republic merely for convenience.

Commissioner McNamara moved to recommend the approval of the Amendment of Schedule "A" of the Traffic Code of the City of Peoria for the Installation of No Parking Standing or Stopping signs on the south side of East Republic Street from North Wisconsin Avenue to North Maryland Avenue; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

Regarding Item 1.D.(b), Sergeant Hopwood explained the Kansas and Maryland intersection had a two-way Stop for north-south traffic, and that east-west traffic had free flow. When children were released from school, there were crossing guards present, he said, but the east-west traffic could be traveling at 35 miles per hour up to this area of children crossing the street. Therefore, the request was to make it an All Way Stop intersection, and the same information was true for Item 1.D.(c), he said.

Mr. Stoffer noted there were other, outside activities in the area, as well, because there was a very busy community building located near this intersection.

After a brief discussion, Commissioner McNamara moved to recommend the approval of Items 1.D.(b) and 1.D.(c), the Amendments of Schedule "J" of the Traffic Code of the City of Peoria to Designate the Intersections of East Kansas Street and North Maryland Avenue and East Republic Street and North Maryland Avenue as All-Way Stop Controlled Intersections; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

**E. Petition and Letter to City Manager Urich from DOWNTOWN DEVELOPMENT CORPORATION OF PEORIA to Establish TWO-HOUR PARKING from 8 a.m. to 5 p.m. Weekdays in the WAREHOUSE DISTRICT, on SW ADAMS STREET (Between Spencer and Walnut) and on SPENCER, PERSIMMON, MAPLE, MAY, OAK, STATE & WALNUT STREETS (Between SW Washington Street and SW Jefferson Avenue), with attached Location Maps (Amends Schedule E). [District 1]**

Mr. Stoffer referred to the online map of the area and he pointed out the parking lot at Adams and Oak Streets, which had 24 parking spots.

The Commissioners opened the floor to anyone wishing to discuss the request.

Ms. Melissa Klabel, owner of a business at 820 SW Adams Street, Peoria, said her clients stayed at her business longer than two hours, so two-hour parking would not be helpful for her business. She said it

was her opinion that parking was a problem only during the lunch and dinner hours, or it could become a problem as more development came about. She said two hours was not a lot of time, especially since her patrons frequently went over to Sugar or the new coffee shop, after they left her business.

Mr. Stoffer said the mindset was to create turnover in the area, to discourage all-day parking so that visitors would become accustomed to it as the area developed. He said the Transportation Commission was asked to discuss these issues that will come up to develop ways to aid the businesses as they developed in the area.

In answer to Commissioner Lott's question regarding employee parking, Ms. Klabel said she was the only employee at her business and she parked behind the property. She did express concern that her disabled clients had to park across the street, by the coffee shop, at the only area parking spot for the disabled.

Commissioner Remsik questioned the two-hour limit, and he suggested a four-hour limit be considered.

Ms. Klabel said a four-hour limit would be more beneficial to her business.

Mr. Stoffer stated the city's position was to let the area businesses drive the need.

Commissioner Smesrud said parking meters and pricing ultimately provided the turnover that was desired by the city.

There was a discussion regarding the two-hour time limit and the time limits in other parts of the downtown area. The consensus of the Commission was that Downtown Development Corporation President Michael Freilinger should be invited to a meeting to provide more information on the request.

Commissioner Lott moved to defer the item until the April meeting of the Transportation Commission and to invite Mr. Freilinger to attend to provide more information on the request; seconded by Commissioner Lyons.

Approved by viva voce vote.

- ITEM NO. 2: DISCUSSION of Transportation Commission WORK ITEMS:**
- A. DISCUSSION and DEVELOPMENT of a TRAFFIC CALMING POLICY, Including Content and Schedule for Completion:**
    - a. Reference Chapter 10. Traffic Calming, of the Model Design Manual for Living Streets here;**

Handouts which included information regarding web links to traffic calming programs and policies of other communities were distributed by Commissioner McNamara to all members of the Commission who were present. He gave an overview of the materials he had pulled together to aid them in their approach to the work.

Mr. Stoffer said the finished product would be in booklet format that should include information on Goals and Objectives, Process, How to Submit Requests for Traffic Calming, and How Reviews are Handled. He briefly discussed the Draft Outline he had prepared which was included with the Agenda packet.

Commissioner Lott again suggested that emergency services staff be included in the process. He said this was a good start, and he discussed the importance of having the right tools to create an efficient process.

As a result of further discussion, it was the consensus of the Commissioners for Mr. Corso to share the Draft Traffic Calming Policy Preparation Outline and other preliminary information with the National Complete Streets Coalition group and to request their feedback, since they planned a visit with presentations to city staff and interested parties, in March.

For the Commission to start the process of creating Peoria's Traffic Calming Policy, Commissioner McNamara suggested they discuss it in pieces, with the Introduction, first. He suggested they next proceed with comparing sections of Chapter 10 of the Livable Streets Design Manual with the Draft Outline and language from a couple of the different sources he noted on his handout. He noted that some communities merely used a context sensitive or administrative review approach to requests, while others required formal petitions to be filed.

Mr. Stoffer stated he would bring back more information in that format for review at the April meeting of the Commission.

- B. REVIEW and DISCUSSION of COMPLETE STREETS CHECKLISTS for**
  - a. Proposed Improvement of Western Avenue (Lincoln to Adams);**
  - b. Proposed Improvement of Harvard Avenue (Shady Oak to Purdue);**
  - c. Updated Complete Streets Checklist, February 2017.**

Mr. Stoffer gave a brief overview of the Project Checklists for the Western Avenue and Harvard Avenue projects and the input given to each by their respective project engineers. He noted he had revised the Checklist to incorporate comments from the previous meeting, by adding a column for Next Steps, a line for Coordinating CSO Activities, and a line for Coordination with Other Departments or Agencies.

Mr. Stoffer said he would ask Project Engineer Steve Letsky to begin a Complete Streets Checklist for the pending Folkers Avenue Reconstruction Project and to discuss its process with the Commission at a future date.

In discussion with Commissioner McNamara regarding metrics reporting, Mr. Stoffer said the city engineering staff was utilizing a spreadsheet they had developed in order to track Complete Streets items that had been accomplished on their projects.

**ITEM No. 3: OTHER ITEMS OF INTEREST to the Transportation Commissioners:**

- A. UPDATE on Final DOWNTOWN STREETSCAPE MASTER PLAN – (on DropBox—Ruth will invite you to the folder);**

Mr. Stoffer stated the final Downtown Streetscape Master Plan contained good information that would be useful to the City, going forward. He noted the Complete Streets and Bicycle Master Plan items it endorsed, such as narrowed roadways and added pedestrian zones, bicycle facilities, street trees and parking, and different types of crosswalks. He said some of the suggested pilot projects may be brought forward in future capital budgets. He said the Downtown Advisory Commission had approved the Plan and recommended it to the City Council for adoption, and that the Transportation Commission was asked to do likewise.

Commissioner Lott said he attended the Downtown Advisory Commission meeting when the Plan was recommended for adoption to the City Council and there had been good discussion, even in light of the recent announcement that Caterpillar was relocating their corporate headquarters to Chicago. He said it was yet another Plan and it had value toward implementation of these projects when funds became available, and as an example to the Illinois Department of Transportation and other regulatory agencies who reviewed the city's infrastructure projects.

Mr. Stoffer agreed, and he said the Plan provided an update to city infrastructure standards and also included water infiltration elements that addressed Combined Sewer Overflow issues.

Commissioner McNamara moved to recommend the Final Downtown Streetscape Master Plan to the Peoria City Council for adoption; seconded by Commissioner Smesrud.

Commissioner Lott said he would abstain from the vote due to his employer's involvement in the matter.

Motion to recommend the Final Downtown Streetscape Master Plan to the Peoria City Council for adoption was approved by viva voce vote; Abstentions – 1 (Lott).

**B. UPDATE on Status of Scheduling Smart Growth America – NATIONAL COMPLETE STREETS COALITION With Possible Action Regarding SETTING A MEETING in March, 2017 – i-Team Coordinator Anthony Corso.**

i-Team Coordinator Anthony Corso announced Emiko Atherton of the National Complete Streets Coalition would be visiting Peoria on March 21 and March 22 for discussions on the benefits of Complete Streets. He said the public discussion portion of the presentation was planned during the afternoon of March 21<sup>st</sup>, during the time the Transportation Commission normally had its regular meeting. He said the format was a 90-minute session at the Peoria Riverfront Museum, with group discussions and a walking tour to view the recent changes that had been made in the adjacent areas. He said the goal of the visit was to demonstrate the value to the community of the economic development that derived from Complete Streets. He explained part of the staff training that was scheduled for March 22<sup>nd</sup> would be working through checklists and discussion of the implementation of Complete Streets. He said he would send the final schedule information to Mr. Stoffer to pass along to the Commissioners.

Commissioner Lott moved to move the March 21, 2017 Regular Meeting of the Transportation Commission to adjoin with the National Complete Streets Coalition at the Peoria Riverfront Museum on Tuesday, March 21<sup>st</sup>, 2017 from 3:30 til 5:00 p.m.; seconded by Commissioner Lyons.

Approved by unanimous viva voce vote.

**UNFINISHED BUSINESS**

None.

**NEW BUSINESS**

**Peoria Bicycle Wayfinding Conceptual Plans**

Mr. Stoffer distributed copies of Bicycle Wayfinding concepts to all members of the Commission who were present. He said they would be included in a booklet to be discussed in future Commission meetings and were useful for advertising the locations of bicycle facilities in the city. He said the Commission eventually would be asked to recommend a plan to the Council for adoption.

**PUBLIC COMMENT**

No one came forward to address the Commissioners.

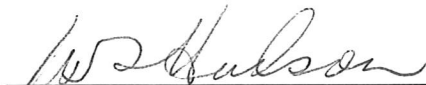
**Next Meeting**

The next Transportation Commission meeting will be held on **Tuesday, March 21, 2017 at 3:30 p.m. at the Peoria Riverfront Museum.**

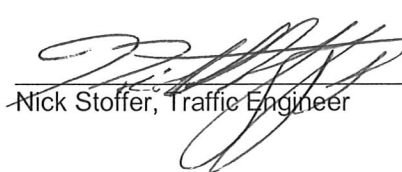
**Adjournment**

There being no further discussion, Commissioner McNamara moved to adjourn the Regular Meeting of the Transportation Commission meeting; seconded by Commissioner Lyons.

Approved by viva voce vote. The meeting adjourned at 5:07 p.m.



Chairman Joe Hudson



Nick Stoffer, Traffic Engineer