



Legislation Details (With Text)

File #:	17-290	Version:	1	Name:	Request for a FIRST READING of an Ordinance Amending Chapter 28 of City Code to Provide Language Consistent with the City's Bicycle Master Plan
Type:	Ordinance	Status:			Adopted
File created:	8/22/2017	In control:			City Council
On agenda:	10/10/2017	Final action:			10/10/2017

Title: Communication from the City Manager and Director of Public Works with a Request to ADOPT an ORDINANCE Amending CHAPTER 28 of the CODE of the City of Peoria Pertaining to TRAFFIC AND MOTOR VEHICLES to Provide Language Consistent with the City of Peoria Bicycle Master Plan. (Refer to Item #16-049)

Sponsors:

Indexes: Goal 2 - Safe Peoria, Goal 3 - Beautiful Peoria, Goal 4 - Grow Peoria, Invest in our infrastructure and transportation, Support sustainability

Code sections:

Attachments: 1. ORD NO 17,506, 2. Ordinance Amending Chapter 28

Date	Ver.	Action By	Action	Result
10/10/2017	1	City Council	adopted	Pass
9/26/2017	1	City Council	received and filed	Pass

ACTION REQUESTED:

Communication from the City Manager and Director of Public Works with a Request to ADOPT an ORDINANCE Amending CHAPTER 28 of the CODE of the City of Peoria Pertaining to TRAFFIC AND MOTOR VEHICLES to Provide Language Consistent with the City of Peoria Bicycle Master Plan. (Refer to Item #16-049)

BACKGROUND: In 2016 City Council adopted Peoria's Bicycle Master Plan. This plan provided Peoria with a much-needed comprehensive interconnected system. This plan was needed because Peoria lacked a comprehensive interconnected system to allow safe and convenient bicycling for commuting to work or school, and shopping and dining areas. This citywide plan helps set practices and priorities needed to implement and maintain a connected network for bicycle riders. Combined with the Complete Streets Policy adopted in 2015, the Bicycle Master Plan represents Peoria's efforts to make our public spaces safe and accessible for users of all ages and abilities.

Contained within the Bicycle Master Plan are recommendations to make the Peoria City Code more bicycle-friendly and safer for bicycle use. Staff reviewed the City Code pertaining to bicycle use, the Illinois Vehicle Code and the City of Chicago's City Code (Chicago is a community with heavy bicycle use) to determine what additions could be made to the Peoria City code to improve bicycle safety and awareness. The recommendations proposed below pertain to the requirement of vehicles when passing and turning in proximity to bicycles.

Turning: This recommendation will address bicycle safety around turning traffic. The intention is to increase driver awareness when turning, either left or right, in proximity of bicyclists. This language is borrowed from the Chicago City Code. The proposed paragraphs are to be added to the end of Chapter 28, Section 28-133 of the Peoria City Code.

Right-of-way to a bicycle on left turn. The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to a bicycle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard.

Turning right in front of a bicycle. When a motor vehicle and a bicycle are traveling in the same direction on any highway, street, or road, the operator of the motor vehicle overtaking such bicycle traveling on the right side of the roadway shall not turn to the right in front of the bicycle at that intersection or at any alley or driveway until such vehicle has overtaken and is safely clear of the bicycle.

Passing: This recommendation will address bicycle safety when being overtaken by vehicles in the same direction. This will increase bicycle safety by providing a 3' buffer when overtaking a bicycle. This language has been previously adopted by the State of Illinois and is in the Illinois Vehicle Code. The proposed paragraph shall go at the end of Chapter 28, Section 28-172 of the Peoria City Code.

The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on a highway shall leave a safe distance, but not less than 3 feet, when passing the bicycle or individual and shall maintain that distance until safely past the overtaken bicycle or individual.

The ordinance with the proposed changes to Chapter 28 of the City Code is attached.

FINANCIAL IMPACT: No direct financial impact is expected from the proposed Code amendment.

NEIGHBORHOOD CONCERNS: Bicycle-friendly Code will benefit neighborhoods by helping to safely accommodate all roadway users, encourage healthy behavior for Peoria citizens and provide for better neighborhood connectivity.

IMPACT IF APPROVED: Public Works will bring forward Code language that is consistent with the previously adopted Bicycle Master Plan.

IMPACT IF DENIED: The current Ordinance language will remain as written.

ALTERNATIVES: NA

EEO CERTIFICATION NUMBER: NA

WHICH OF THE GOALS IDENTIFIED IN THE COUNCIL'S 2014 - 2029 STRATEGIC PLAN DOES THIS RECOMMENDATION ADVANCE?

1. Attractive Neighborhoods with Character: Safe and Livable
2. Vibrant Downtown: Riverfront/ Central Business District/ Warehouse District
3. Grow Peoria: Businesses, Jobs, and Population

WHICH CRITICAL SUCCESS FACTOR(S) FROM THE COMPREHENSIVE PLAN DOES THIS RECOMMENDATION IMPLEMENT?

1. Invest in our infrastructure and transportation.
2. Support sustainability.
3. Choose an item.

DEPARTMENT: Public Works