CITY OF PEORIA – TRAFFIC COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JANUARY 21, 2014

3:00 PM – 4:30 PM

COMMISSION MEETING – TO BE HELD AT CITY OF PEORIA DRIES LANE FACILITY CONFERENCE ROOM #113, 3505 N. DRIES LANE, PEORIA, ILLINOIS 61604. (309) 494-8800.

CITY OF PEORIA – TRAFFIC COMMISSION

AGENDAS AND MINUTES

ISSUED BY:

JOE HUDSON, CHAIRMAN

VIA TRAFFIC ENGINEER NICK STOFFER

PUBLIC WORKS DEPARTMENT

3505 N. DRIES LANE, PEORIA IL 61604

(309) 494-8800

INTERNET ADDRESS: www.peoriagov.org

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5. Select desired document and double click to open.

*Citizens wishing to address an item not on the agenda should contact a commission member prior to the meeting. All other public input will be heard under public comment near the end of the committee meeting.

Note: The order in which agenda items are considered may be moved forward or delayed by at least 2/3 vote of the commission members present.

THE CITY OF PEORIA – TRAFFIC COMMISSION MEETS IN REGULAR BUSINESS SESSIONS THE THIRD TUESDAY OF THE MONTH AT 3:00 PM AT 3505 N DRIES LANE CONFERENCE ROOM #113, PEORIA, ILLINOIS. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

CITY OF PEORIA – TRAFFIC COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM – 4:30 PM

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES:
REQUEST FOR APPROVAL OF TRAFFIC COMMISSION MEETING MINUTES

AGENDA ITEMS

ITEM NO. 1  UPDATES CONCERNING MAIN AND UNIVERSITY INTERSECTION
RECONSTRUCTION, INCLUDING:
• “ALL STOP/EXCLUSIVE PEDESTRIAN PHASING” INFORMATION
• PUBLIC MEETING #2 – JANUARY 29, 2014 6:30 P.M. BRADLEY UNIVERSITY’S
WESTLAKE HALL RM 116

ITEM NO. 2  PROPOSED PARKING RATE CHANGES AT CITY OF PEORIA DECKS AND METERS.

ITEM NO. 3  UPDATE OF OTHER ITEMS OF INTEREST TO THE TRAFFIC COMMISSION.

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Traffic Commission convened at 3:04 p.m. on Tuesday, September 17, 2013, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois, with Chairman Joe Hudson presiding.

CALL TO ORDER

The following Committee Members were physically present: Chairman Hudson, Commissioner Crowell, Commissioner Lott, Commissioner McNamara, Commissioner Messmore and Commissioner Van Winkle – 6. Absent: Commissioner Haverhals, Commissioner Vespa and Commissioner Wolfe – 3.

Others in attendance included Mike Rogers, Public Works Director; Nick Stoffer, Traffic Engineer and Stephanie Stapleton, Administrative Specialist.

ANNOUNCEMENTS

None.

MINUTES

Commissioner Crowell moved to approve the minutes of June 18, 2013; seconded by Commissioner Messmore.

Viva Voce Vote.

AGENDA ITEMS

Item No. 1  DISCUSSION OF COMPLETE STREETS POLICY SESSION

Commissioner McNamara referred to page 3 paragraph 4 of the June 18, 2013, meeting minutes regarding the approval of the Complete Streets Ordinance. He stated that he wanted to confirm that the item was submitted to the City Council.

Mr. Stoffer, City Engineer stated that the item was discussed and forwarded to the City Council for approval. He explained that Mr. Lockwood was able to start the discussion with the City Council regarding Complete Streets.

Mr. Rogers, Public Works Director stated that the next step with Complete Streets was that the City Council would adopt the Complete Streets Ordinance. He said that he was in the process of reviewing the draft ordinance and had made some minor changes. He said that these changes would be submitted to the Commission for review and comments. He explained that once the Ordinance had been thoroughly reviewed, then the draft ordinance would be
resubmitted to the Commission for review and comments; after which, public meetings would be held and then the Ordinance would be forwarded to the City Council for final approval.

Mr. Rogers stated that he felt the Traffic Commission was a very important committee. He said that he would like for their work to be meaningful, especially with so many things happening within the City of Peoria. He stressed that the Commission’s actions would need to be sustainable for the City and the Community. He thanked the Commission for their efforts and their support. He said that he felt the information generated from this commission was vital to where we need to go as a department and as a City.

Mr. Stoffer presented the Policy Session presentation regarding Complete Streets by Ian Lockwood, PE from AECOM (Architecture, Engineering, Consulting, Operations and Maintenance). He stated the purpose of the Policy Session was to inform the City Council about the concept of a Complete Streets Policy. He stated that Mr. Lockwood conducted a training session with staff and consultants prior to the Policy Session on September 10, 2013.

Commissioner Lott stated he felt that Councilman Spain’s question regarding Complete Streets were important as they related to implementing this process.

Mr. Stoffer stated that there was a water main break at the intersection of Main and University Street. He explained that the pavement was ruined at the intersection and that the reconstruction of this may present an opportunity for the City to look at implementing the concept of Complete Streets.

Commissioner McNamara announced that a public forum was scheduled for September 26, 2013, at Bradley University to discuss the proposed changes for the intersection of Main and University Street. He expressed concern regarding a recent Public Hearing for Forrest Hill and Nebraska Improvements. He stated that he was not able to attend the meeting and that there were no minutes or comments available for review. He said, if we do not capture this information, then neither the Commission nor the City would be able to make proper assessments. He hoped that there would be opportunities to educate the public regarding Complete Streets. He felt that the residents would need to be onboard with the proposed changes. He said, as previous resident of this area, he said that the residents had often expressed concern regarding cut-through traffic. He said he felt that traffic would eventually begin to migrate into these residential areas. He questioned if there would be any opportunities made available for public feedback and he said he hoped that every effort would be made to capture any comments made at this setting.

Commissioner Van Winkle questioned staff’s plan for the forum. He said that he’d like to have some information available and that staff should have an open mind. Mr. Van Winkle said he would not recommend that Main & University was not a good place for a round-about. He said he felt that this should be made clear to the public and to the City Council.

Mr. Stoffer stated that he was a proponent for roundabouts, but he agreed this area was not feasible for one. He stated a single lane would fit; however, double lanes required more space than was available. He said he the City of Peoria had not encountered double lane
roundabouts; however, there had been positive comments from Carmel, Indiana where they had implemented several double-lane roundabouts.

Commissioner McNamara stated that this was a very complex intersection and that it had been tweaked several times.

Mr. Stoffer stated that this was one of the busiest intersections outside of downtown.

In discussion with Commissioner Van Winkle regarding roundabouts, Mr. Stoffer stated that his research had shown that single lane roundabouts have been positive.

Mr. Van Winkle said that some hesitation should be exercised to roundabouts as they related to pedestrian safety. He said a roundabout was basically an expanded 4-way intersection. For many years, he said that he worked very hard to keep traffic from migrating into residential areas. He explained that the left turns were heavily used at the intersection of Main and University Street, and he said he felt that it would be difficult to incorporate a roundabout at this intersection.

Commissioner Messmore said that the house located next to the corner of Main and University was removed and he questioned Avantis intent, at this time. He also questioned the financial commitment for the repairs at this location as it relates to the Complete Streets Concept.

Commissioner McNamara stated he visited Carmel, Indiana and had provided notes to the Committee. He requested that this information be forwarded to the Commission. He felt that there were some benefits to having roundabouts.

Mr. Stoffer stated that this was a very complex situation. He reiterated that this was a high-volume traffic area. He said that several studies had been undertaken that showed lunch time was a high peak time.

Commissioner McNamara stated that he observed the area this morning, and approximately 50 vehicles per minute traveled this area. He said that the vehicle traffic included cars, small trucks, semis, school buses, large construction trucks and emergency response vehicles. He said that pedestrian traffic was moderate, which he referred to as “distracted walking” due to the usage of cell phones, ipods, etc. He expressed concern regarding cut-through traffic in the neighborhoods due to the proposed changes.

Mr. Stoffer stated that we have been able to move the cars through this intersection, but was this really the focus.

Mr. Stoffer stated that a road diet was done along Main Street several years ago, and that some businesses had returned to this area,

Commissioner McNamara questioned how the Commission would be involved in this process.

Mr. Stoffer mentioned that a forum had been scheduled and this would be an opportunity to discuss the Complete Streets concept. He said that the City Manager would like to see a policy
developed and in place. He stated that Mr. Rogers would share his comments with the Commission after he had reviewed the ordinance. He said that he would certainly keep the Commission involved.

Commissioner Van Winkle stated that he was surprised that the Complete Streets presentation seemed to focus on the downtown area, as he expected Complete Streets to be more encompassing. He said that Mr. Lockwood did not focus on off-street parking or residential streets. He was interested in the City’s approach to a Complete Streets concept as it pertained to residential areas.

Mr. Stoffer stated that this would be a city-wide policy and that these techniques could be used anywhere. He agreed that Mr. Lockwood focused on the downtown area and mentioned residential streets during his presentation. He stated that they felt that every street was different, but the focus would be to make it comfortable for all users.

Commissioner Lott concurred with Mr. Van Winkle’s observation on the focus of the presentation being on urban, core streets. Mr. Lott stated that complete streets concepts for residential and suburban streets were also covered in the manuals. He stated that the streets along the transect in the manual were all different and he referred to downtown streets vs. the intersection of Main and University Street vs. University Street or even a street up in a Growth Cell. He stated that the focus was not always redevelopment in these specific areas. He suggested that the implementation of these concepts might differ from Main and University where development exists, traffic is heavy, and right-of-way is limited vs. Washington Street where right-of-way is sufficient for road diets and redevelopment is more of an objective.

Commissioner McNamara stated that in some of the manuals have discussed context sensitive complete streets, which depends on the use and how to develop a solution for transportation. He explained that some areas were defined in the Heart of Peoria Plan, which he felt was a good basis for this concept.

Commissioner Van Winkle stated that, in order to have shorter trips that there must be more individuals living closer to the downtown area than what was currently represented there today. He said he felt the beginning of the change would be to have individuals living closer to downtown. He further stated that would create vibrancy in the downtown area.

**Unfinished Business**

Mr. Stoffer stated that he had received information regarding the trip generation model regarding Adams & Jefferson Street. He said there were several scenarios and that he would discuss this further at the next scheduled meeting.

**New Business**

Mr. Rogers addressed the Committee regarding “Flashing” yellow arrows and he stated that there several different technologies available. He said that he had read several articles in the newspaper regarding “flashing” yellow arrows and he said he felt this would be one area the Commission would be able to address.
Commissioner Van Winkle stated that he had heard more negative comments from individuals regarding the “flashing” yellow signals. He recommended that a campaign be put in place to educate motorists on the use of these signals.

Mr. Rogers stated that assessments should be done to determine the effectiveness of changes within the community. He stated that Bradley University was preparing a study and that, once a completed study was submitted then he would bring it back to the Committee.

In discussion with Commissioner McNamara regarding notifications to the public relating to public forums and involving the Community, Mr. Rogers said that brochures and media outlets would be used to get the word out to the public.

Another item Mr. Rogers discussed was the HAWK (High-intensity Activated crosswalk) pedestrian signals that were widely used throughout the country. He said he felt there were some opportunities to look at different types of signals. He explained that the signals were placed mid-block or in a non-signalized area, and were intended to provide a signalized crossing for pedestrians, while reducing delays to vehicular traffic.

Mr. Stoffer stated that the HAWK signals were very expensive, and he said they had been installed in Champaign, Illinois and Pekin, Illinois.

Mr. Rogers stated that this particular pedestrian signal was implemented in San Antonio.

Mr. Stoffer stated that the City of Peoria had looked at installing a HAWK signal at Fulton and Jefferson Street; however, the State does not permit these signals to be installed at a signalized intersection. He agreed these signals would need to be installed mid-block. He said that the public would need to be educated, if these signals were to be installed within the City of Peoria.

Mr. Rogers explained that these signals operated a little differently. He explained that, when the signals were not in use, the signal would remain dark allowing motorists to proceed without stopping. He said that, when the pedestrian pushes the button, it would then activate the signal. He said the signal was on a “countdown” timer that would allow pedestrians to cross the street.

In discussion with Commissioner McNamara regarding areas that the HAWK could be installed, Mr. Rogers stated that the Bradley University area would be good area, due to its student population.

Mr. Rogers felt that the Commission would have the opportunities to discuss some of the upcoming issues.

Commissioner McNamara stated that staff support was limited, and could not support the Commission with regular meetings. He questioned if there would be any changes in staff in the future that would offer support to the commission.

Mr. Rogers said he stated that he had requested additional staff support in the Traffic Section in 2014; however, this would be at the will of the City Council. He stated that he hoped the Commission would be able to provide the support and share ideas.
In discussion with Commissioner Van Winkle regarding the roundabout as it pertained to Main and University Street, Mr. Rogers stated that this area was still being reviewed. He said that staff would like to receive input; however, if these are not viable options, then that information would be conveyed to the public. He said that City Engineer Scott Reeise had received some additional information regarding this intersection, which he had not had an opportunity to review. He pointed out that this area was volume-driven with heavy left turns at this intersection.

Commissioner Van Winkle stated that he would hate to see a roundabout put in place there and it not be successful for this intersection. He said he believed that would sour the Community’s view on roundabouts.

PUBLIC COMMENT

None.

NEXT MEETING

The next meeting will be held on October 15, 2013 at 3:00 pm at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

ADJOURNMENT

There being no further discussion, Commissioner McNamara moved to adjourn the Regular Meeting of the Traffic Commission; seconded by Commissioner Van Winkle.

Approved by viva voce vote.

The meeting adjourned at 5:13 pm.

__________________________________   _______________________________
Joe Hudson, Chairman      Nicholas A. Stoffer, Traffic Engineer

/ss
DISCUSSION NOTES OF A REGULAR MEETING
OF THE CITY OF PEORIA

: TRAFFIC COMMISSION:

OCTOBER 15, 2013

A Regular Meeting of the City of Peoria’s Traffic Commission convened at 3:10 p.m. on Tuesday, October 15, 2013, at the Lester D. Bergsten Operations & Maintenance Facility located 3505 N. Dries Lane, Peoria, Illinois, with Chairman Joe Hudson presiding.

CALL TO ORDER

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

Commissioners Present: Chairman Joe Hudson; Commissioner Commissioner Pat McNamara and Commissioner Michael Vespa – 3.

Commissioners Absent: Commissioner Mary Jane Crowell; Commissioner Haverhals, Commissioner Brandon Lott, Commissioner Messmore, Commissioner Van Winkle, and Commissioner Wolfe – 6.

Others in attendance included Mike Rogers, Public Works Director; Nick Stoffer, Traffic Design Engineer, Roger Sparks, Stephanie Stapleton, Administrative Specialist and members of the media.

ANNOUNCEMENTS

None.

MINUTES

Due to the lack of a quorum, the minutes for September 17, 2013, were not approved.

ITEM NO. 1: DISCUSSION CONCERNING MAIN AND UNIVERSITY INTERSECTION IMPROVEMENT ALTERNATIVES

Traffic Design Engineer Nick Stoffer gave a brief background of the topic for discussion of this topic. He presented a power point presentation along with maps outlining four options. He said a simple repair was an option. He said the second option, was for a “raised table” intersection. He explained that this would incorporate a 6” elevation throughout the intersection. He mentioned that this particular option was ADA compliant, reduced the traffic speed and met the criteria of the Heart of Peoria Plan. He said the third option utilized a roundabout concept, and a fourth option included the concept of a “raised table” with bump outs, which would move the crosswalks closer together and would limit the number of lanes of traffic. He explained that the fourth option would drastically reduce the time the pedestrian was in traffic, and it would reduce the number of lanes.
Director Rogers said a Public Meeting was held on September 26, 2013 regarding the Main Street Improvements and several options were reviewed for this intersection. He said the Public Meeting was well attended. He said approximately 145 people were at the meeting, including young people from the community. He said a considerable amount of input came out of the meeting, which included the concept of an all-way stop. He said additional options that came from the meeting included an overpass for pedestrians and additional traffic enforcement. He said whichever option the City implemented, it was important not to increase the level of traffic within the residential areas.

Mr. Stoffer stated that the roundabout options was reviewed and after discussing this with various consultants; it was determined that a roundabout would not be a viable option for this intersection because there was not enough space for construction. He explained that the roundabout would encompass two lanes; however, there was only space for one lane.

Director Rogers stated that these options were reviewed by using a matrix. He said that the “raised table” had scored significant points in terms of favorability to implement in this intersection. He said that an all-way stop rated high on the matrix, as well.

Director Rogers stated that staff was diligently working on what needed to be done next to implement the plan, and he noted that time was of the essence.

**NEW BUSINESS**

None

**PUBLIC COMMENT**

None

**NEXT MEETING**

The next regularly scheduled Traffic Commission meeting will be held on **November 19, 2013** at 3:00 PM.

**ADJOURNMENT**

There being no further discussion the Regular Meeting of the Traffic Commission adjourned at 4:20 p.m.

______________________________  ________________________________
Chairman Joe Hudson            Nicholas A. Stoffer, Traffic Design Engineer

/ss
REQUEST FOR COUNCIL ACTION

To: Honorable Mayor and Members of the City Council

From: Patrick Urich, City Manager

AGENDA DATE REQUESTED: November 26, 2013

ACTION REQUESTED: APPROVE THE SELECTION PROCESS AND AUTHORIZE STAFF TO ENTER INTO AN ENGINEERING AGREEMENT WITH TERRA ENGINEERING LTD. FOR $322,000 FOR ENGINEERING SERVICES, AND AWARD A CONSTRUCTION CONTRACT WITH ILLINOIS CIVIL CONTRACTORS, INC. FOR $2,278,000 FOR DESIGN/BUILD CONSTRUCTION SERVICES FOR THE MAIN AND UNIVERSITY INTERSECTION RECONSTRUCTION. (Refer to 13-421). [DISTRICT 2]

BACKGROUND: On September 6, 2013, a water main break occurred at the intersection of Main and University Streets, causing major damage to the roadway and resulting in extended lane closures. After road restoration was made by Illinois American Water Company, the intersection re-opened to traffic on September 23rd. Traditionally, the water company would make permanent repairs to the roadway and that would conclude the matter. In this instance, however, it was decided to use it as economic opportunity to make reconstruction in keeping with the concepts of the Comprehensive and Heart of Peoria Plans. The project will include a public/private partnership with Illinois American Water Company to replace the water main underneath the reconstructed portion on the project. IAWC will also be participating in some of the reconstruction cost of the intersection.

A public meeting was held on September 26, 2013 to obtain stakeholder input for the intersection improvements. On October 8, 2013, Public Works Director Rogers presented a detailed report to City Council regarding the results of the public meeting and staff-recommended design concepts. (See Council Item No. 13-421.)

On Tuesday October 22 and Wednesday October 23, 2013, Notices of a Request for Qualifications (RFQ) for engineering and construction services for the Main and University Streets Improvements were published in the Peoria Journal Star and posted on the City of Peoria web site. The services include design and construction of the water main, reconstruction of the intersection and traffic calming in the surrounding neighborhoods. The RFQ document is attached.

Submittals were accepted on November 8, 2013 at 3:00 P.M. with three teams submitting: Terra Engineering and Illinois Civil Contractors, Inc.; Hanson Professional Services, Inc. and United Contractors Midwest Inc. (UCM); and Midwest Engineering Associates Inc. and Otto Baum Company, Inc. A review committee consisting of Senior Urban Planner Shannon Techie, Public Works Director Mike Rogers, City Engineer Scott Reeise, Traffic Engineer Nick Stoffer, and Civil Engineer Andrea Klopfenstein reviewed and scored the submittals.

The scoring criteria included:
  a. Technical qualifications of the team and staffing
  b. Quality of work (references)
  c. Schedule
  d. Communication and Public Involvement
  e. Fee Structure
  f. Local Presence

The summary matrix is attached. The selection team met to discuss the results and, after deliberation, recommends that the team of Terra Engineering Ltd. and Illinois Civil Contractors Inc. be selected. The project will be broken down as follows:

Contract with Terra Engineering, Inc - $322,000
  ● Public Involvement/Meetings - $32,400
  ● Design/Construction Engineering Services - $289,600

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  ● Public Involvement/Meetings - $32,400
  ● Design/Construction Engineering Services - $289,600
Contract with Illinois Civil Contractors, Inc. - $2,278,000
  • Water Main Installation - $468,000
  • Main/University Intersection - $945,000
  • Traffic Calming Islands - $125,000
  • Neighborhood Traffic Calming - $400,000
  • Contingencies for Construction - $340,000

As the project proceeds, the construction contingency figure will be lowered, and any unused amount will be returned to the City.

The project will include MBE participation of $260,000 for this project including participation from Millennia Professional Services in the amount of $199,000, Electrical Resource Management in the amount of $36,000, and Leo Brown Trucking in the amount of $25,000. Terra Engineering is a certified WBE with the City of Peoria and will have $32,400 in public involvement efforts and $210,600 in engineering efforts. Both firms have also committed to meeting or exceeding the City’s workforce utilization goals of 18% minority and 3% female workers.

FINANCIAL IMPACT: Funding for this project will come from various sources. $740,000 will come from Illinois American Water Company, $125,000 will come from Council District 2’s funds from Capital Project Sweep, $1,100,000 will come from previous funds identified for the Radnor/Alta Roundabout since a grant was issued to fully fund that project, and the remaining balance of $635,000 is from the City’s Arterial Overlay Funds.

NEIGHBORHOOD CONCERNS: A public meeting was held on September 26, 2013 at Bradley University to obtain stakeholder input. Public meetings and outreach efforts will be performed as part of these contracts. Neighborhood traffic calming measures will be evaluated and constructed in addition to the intersection improvements.

IMPACT IF APPROVED: Design and construction of the Main and University Improvements will begin.

IMPACT IF DENIED: Reconstruction to the intersection and in the surrounding neighborhoods, in keeping with the concepts of the Comprehensive and Heart of Peoria Plans, will not be made.

ALTERNATIVES: Direct Illinois American Water to reconstruct the intersection to the current configuration.


WHICH OF THE GOALS IDENTIFIED IN THE COUNCIL’S 2011 – 2026 STRATEGIC PLAN DOES THIS RECOMMENDATION ADVANCE?

1. Grow Businesses
2. Responsive, Efficient City Organization

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

1. Grow employers and jobs.
2. Invest in our infrastructure and transportation.

DEPARTMENT: Public Works
**CONCEPT 2**

- One-lane through traffic in both directions with center turn lane on University Street and Main Street
- Raised speed table and bump-outs at intersection
- On-street parking on University Street and Main Street
- Raised planters / gateway treatment at intersection
## City of Peoria

**Evaluation Summary for Engineering and Construction Services Submittals for Main Street and University Street Improvements**

**Evaluation Date:** November 12, 2013

### Results Summary

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<th>Item No.</th>
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<th>Hanson-UCM Total Score</th>
<th>Midwest - Otto Baum Total Score</th>
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<td>Identify all disciplines required for this scope of work</td>
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<td>Identify sub-consultants and subcontractors</td>
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<td>Identify the lead team member for both the engineer and the contractor</td>
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City of Peoria
Evaluation Summary for Engineering and Construction Services Submittals for
Main Street and University Street Improvements
Evaluation Date: November 12, 2013

**Results Summary**

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Motion to adopt ORDINANCE NO. 17,043 amending the City of Peoria Capital Fund Budget for Fiscal Year 2013 relating to the receipt of Federal Highway Safety Improvement Program (SHIP) Grant for the Alta/Radnor Intersection Improvement, in the amount of $1,400,000.00 was approved by roll call vote.
Yeas: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis – 11;
Nays: None.

Council Member Grayeb moved to approve the reprogramming of budgeted funds from the Alta/Radnor Intersection Improvement to Main and University; seconded by Council Member Jensen.

Approved by roll call vote.
Yeas: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis – 11;
Nays: None.

Communication from the City Manager and the Public Works Director Requesting the Following:

A. ADOPT an ORDINANCE Amending the City of Peoria Capital Fund Budget for Fiscal Year 2013 Relating to the Receipt of $740,000.00 from Illinois American Water for the Replacement of the WATER MAIN and PAVEMENT at the MAIN STREET and UNIVERSITY INTERSECTION;

B. APPROVE the Selection Process and Authorize Staff to Enter into an ENGINEERING AGREEMENT with TERRA ENGINEERING LTD for $322,000.00 for Engineering Services, and to Award a CONSTRUCTION CONTRACT with ILLINOIS CIVIL CONTRACTORS, INC. for $2,228,000.00 for Design/Build Construction Services for the MAIN and UNIVERSITY INTERSECTION RECONSTRUCTION. (Refer to 13-421)

A Replacement Communication changing the amount of the Illinois Civil Contractors, Inc. from $2,228,000.00 to $2,278,000.00 was distributed to all Council Members.

City Engineer Scott Reese, provided a synopsis of the project for the Main and University Intersection providing a timeline and budget for the same.

Council Member Grayeb moved to adopt an Ordinance amending the City of Peoria Capital Fund Budget for Fiscal Year 2013 relating to the receipt of $740,000.00 from Illinois American Water for the replacement of the water main and pavement at the Main Street and University Intersection; seconded by Council Member Jensen.

ORDINANCE NO. 17,044 was adopted by roll call vote.
Yeas: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis – 11;
Nays: None.
In response to Council Member Spain, City Engineer Reese said the completion date for the project was scheduled for May 10, 2013. He said the design concept tendered to the City Council would stay the same; however, he said if there needed to be changes to the design, it would be discussed with the surrounding neighborhood and brought before the City Council in order for it to be addressed.

Council Member Weaver said he agreed with what the Public Works Department was doing to address the issue of traffic at that particular intersection. He expressed his concern regarding the traffic coming from Interstate 74, down University Street to Bradley University, and whether narrowing the roads to one lane would be beneficial. He noted the critical nature of receiving citizen input on this design.

Council Member Grayeb moved to approve the selection process and authorize Staff to enter into an engineering agreement with Terra Engineering LTD for $322,000.00 for engineering services, and to award a construction contract with Illinois Civil Contractors, Inc. for $2,278,000.00, as amended, for design/build construction services for the Main and University Intersection Reconstruction; seconded by Council Member Jensen.

Approved by roll call vote.
Yea: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis — 11;
Nay: None.

(13-489) Communication from the City Manager and the Police Chief with a Request to ADOPT an ORDINANCE Amending CHAPTER 18 of the Code of the City of Peoria Pertaining to SECONDHAND DEALERS. (Refer to FR - 29)

Council Member Grayeb moved to defer this item until the December 10, 2013, Regular City Council meeting; seconded by Council Member Moore.

Motion to defer this item until December 10, 2013, was approved by roll call vote.
Yea: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis — 11;
Nay: None.

(13-490) Communication from the City Manager and Finance Director/Comptroller Requesting Approval of a RESOLUTION Adopting the 2014 BUDGET for the City of Peoria, Illinois

Council Member Akeson moved to approve a Resolution adopting the 2014 Budget for the City of Peoria, Illinois; seconded by Council Member Turner.

Mayor Ardis expressed his appreciation to City Manager Urich and City Staff for their efforts on preparing a two-year budget, which would provide the City Council an opportunity to look into the second year, and he acknowledged the time spent on this project.

RESOLUTION NO. 13-490 was approved by roll call vote.
Yea: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis — 11;
Nay: None.
Good afternoon, Commissioners.

I will be your Public Works administrative support starting January 1, 2014. Your next Regular meeting would be Tuesday, January 21, 2014, at 3:00 p.m., so please hold that time on your calendars and watch for an Agenda by email. Thanks! Ruth 494-8820.

Commissioner McNamara asked that we pass along to you the following information, as to the Main and University Intersection Improvement:

Topic is "all stop" or more formally "exclusive pedestrian phasing". The "all stop" option was one of many suggestions at the Public Forum. I would suggest that the topic will come up at the yet to be scheduled neighborhood meetings. The Commission and staff should prepare some "talking points" on the topic in preparation for questions. This section of the report presents a fairly good summary including an overview, benefits, concerns, etc.

The text is extracted from the U.S. Department of Transportation, Federal Highway Administration's August 2008 "Pedestrian Safety -Report to Congress". Link is just below.


There are many other web sites that provide extensive information on criteria, case studies, implementation strategies, etc.

Regards,

Pat McNamara
303 W Morningside Dr
Peoria IL 51514

home 309 691-2824
cell 309 219-3611

Signalized Intersection Crossing - Pedestrians Struck by Turning Vehicles

Exclusive Pedestrian Phasing

Exclusive pedestrian phasing, also called "pedestrian scramble," has been generally used in a number of downtown areas with large concentrations of pedestrians using a manual call button. The exclusive pedestrian phase stops all vehicular movement and allows pedestrians access to cross in any direction at the intersection, including diagonally. An exclusive pedestrian phase that incorporates advanced technology would be able to recognize the conditions under which the pedestrian phase would be appropriate based on such factors as time of day, vehicle volume, pedestrian presence, etc. The system would activate when the pedestrian phase is activated, either by pedestrians pushing a button or by being passively detected by sensors, and during conditions that would not create or contribute to congestion. Pedestrian phase activation could be further refined to prohibit pedestrian-vehicle conflicts in crosswalks (e.g., prohibiting all turns) and allowing other non-conflicting
vehicle movements to occur or continue in tandem with the activation. Although exclusive pedestrian phasing has been widely deployed, the advanced technology aspect of this system is in the concept development phase and needs further conceptual evaluation before moving forward.

An alternative to the exclusive pedestrian phase concept is to prohibit left and right turning vehicles moving in parallel to the crosswalk from turning when a pedestrian is detected in the crosswalk by a passive pedestrian sensor. This system activates LED turn prohibition signs when pedestrians are detected.

**Considerations**

**Benefits**

1. The technology to apply exclusive pedestrian phases has been widely used and is readily available for installation.
2. Prohibiting turning vehicles from moving across the crosswalks when pedestrians are detected using passive pedestrian sensors would decrease the impact on congestion (no queued cars waiting for an opportunity to turn) and eliminate the pedestrian-vehicle conflict that may occur during pedestrian non-scramble phases.

**Concerns**

1. The exclusive pedestrian phase takes away from available green time for vehicle movement. If the intersection is operating close to capacity and a scramble phase is introduced, significant congestion will likely occur.
2. This system is inadvisable for use at intersections that have low to moderate levels of pedestrian crossings during peak vehicle hours because it will lengthen the signal cycle, increasing wait times for pedestrians, delays for motorists, and heightening the potential for pedestrians to cross against the signal.
3. The exclusive pedestrian phase should only be activated when a pedestrian activates a pedestrian push button or when passive sensors detect a pedestrian. However, it is inadvisable to provide exclusive pedestrian phases when the impact on congestion is minimal, but then to allow turning vehicles to cross pedestrian walkways when traffic volumes increase. This may confuse pedestrians, making them unclear about when or whether vehicles are allowed to turn across their path. This could create potentially unsafe conditions.
4. At this time, there are no studies that establish improved pedestrian safety through the use of exclusive pedestrian phasing, and, therefore, there is no way to compare safety benefits to probable delay costs to motorists as a means of determining when it is and is not advisable to provide exclusive pedestrian phases.
5. Because these intersections are complicated for pedestrians and expectations for walk signals are violated, extra educational efforts would be required for areas where this system is deployed, including permanent signage.
6. Concerns also exist for visually impaired pedestrians who rely on traffic sounds to decide when and where to cross.

**Potential Safety Impacts**

Because exclusive pedestrian phasing causes all traffic to stop, the safety benefit to pedestrians from this technology could be significant due to the virtual elimination of pedestrian-vehicle conflicts. However, a rigorous comparison of the pedestrian crash experience between exclusive pedestrian phases and systems that permit parallel traffic to turn across crosswalks during the walk phase of the pedestrian signal could not be found.

**Advancing and Deploying Exclusive Pedestrian Phasing**

The first step toward effectively advancing and deploying this technology is to perform studies of the technology to determine the safety benefits to pedestrians, the potential costs to motorists in terms of vehicle delay, and the locations where exclusive pedestrian phasing or the prohibition on vehicles turning across an active crosswalk would be most effective to improve pedestrian safety without substantially increasing congestion.

If a positive safety benefit to providing either exclusive pedestrian phases or the prevention of parallel moving vehicles turning across a pedestrian crossing can be determined without substantial adverse impacts on congestion, further examinations should be conducted to evaluate effectiveness in terms of pedestrian compliance.

**Pedestrian Head-Start Phasing**

Pedestrian head-start phasing, also known as pedestrian lead-in phasing, provides a walk phase to pedestrians prior to providing parallel vehicle traffic with a green light. All directions of traffic see a brief all red phase during this time. Head start phasing is most appropriate to consider in intersections with heavy combinations of pedestrian traffic and right and left turning vehicles across the crosswalk. Pedestrian push button or passive
sensors can activate it, and it can be traffic-flow dependent (i.e., not activated during periods of light traffic flow when the frequency of turning vehicles is low). The advanced technology aspect involves the incorporation of passive sensors to activate the system only when a pedestrian is at curbside.

**Considerations**

**Benefits**

1. For those signalized intersections where pedestrians frequently cannot get out onto the crosswalk due to heavy, aggressive right turning traffic, the head start allows pedestrians to establish themselves in the crosswalk before right turning traffic can begin moving.

2. This technology can be installed at most intersections without advanced technologies. The use of passive sensors with this technology would mean the pedestrian phase is only activated when pedestrians are present and would provide nearly 100 percent pedestrian detection. In addition, the amount of pedestrian phase time is limited to the amount necessary for pedestrians to cross, which may contribute to reduced congestion.

**Concerns**

1. Older traffic signals, particularly fixed time signals in cities, may require new controllers at substantial increases in cost to accommodate this technology.

**Potential Safety Benefits**

This technology is principally beneficial in decreasing pedestrian-vehicle conflicts by allowing pedestrians to establish themselves in the crosswalk before vehicles are shown a green light. The addition of a passive pedestrian sensor to such systems may serve primarily to prolong a green phase in the absence of pedestrians, but the likelihood of the technology improving the safety of pedestrians cannot be known until further studies are conducted.

**Advancing and Deploying Pedestrian Head-Start Phasing**

At this time, no data systems have been identified that are able either to determine the level of pedestrian crashes at signalized intersections where the pedestrian was struck by a right turning vehicle in the crosswalk at the onset of the pedestrian phase, or to identify intersections where it would be cost beneficial to consider this type of installation.

A critical assessment of the benefits of applying advanced technologies to head-start phasing needs to be made if this concept is to be further pursued. Unless such an assessment yields substantive benefits of applying advanced technologies for a given set of intersections, further efforts to implement this concept with advanced technologies should be deferred. If this assessment indicates substantive benefits, then a demonstration of the concept should be undertaken to evaluate and verify the benefits predicted.
REQUEST FOR COUNCIL ACTION

To: Honorable Mayor and Members of the City Council
From: Patrick Urich, City Manager

AGENDA DATE REQUESTED: December 10, 2013

ACTION REQUESTED: FIRST READING OF THE ATTACHED RESOLUTION AMENDING RESOLUTION NO. 07-677, PERTAINING TO PARKING RATES AT CITY-OWNED PARKING FACILITIES. (WITH MEMO AND TRAFFIC REGULATION ATTACHED, FOR INFORMATION ONLY)

BACKGROUND: In 2012 Walker Parking Consultants (Walker) performed a study to help the City determine which type of multi-space parking meters to sample for the on-street parking around the new Museum. As part of this study, Walker reviewed the City’s current rate structure for both on-street and off-street parking. They found that the City’s hourly off-street parking rates were very high as compared to the on-street rates, and consequently encourage downtown visitors to park on the street and not in City parking facilities. The study recommended that the City raise the on-street rates and consider lowering the hourly parking deck rates to encourage parking patrons to use the City decks.

Therefore, staff is recommending:
- Changing the parking deck rates from minimum half-hour increments to minimum hourly increments and lowering the rates by $0.50 per hour. This will result in the hourly parking rate for all City-owned parking facilities to be $1.00 per hour, with a maximum of $6.00 for all days (or 12 hours). The decreased fees will go into effect on February 1, 2014.
- Parking meter rates will be increased to a rate of $1.00 per hour, administratively, as part of the effort to correctly adjust the downtown parking rates. The meter rates were last changed in January 2002. Attached (for Information Only) is the Traffic Regulation which will accomplish this increase.

FINANCIAL IMPACT: Financial impact should be minimal. The decreased revenue from hourly parking in the parking decks should be offset by the increased revenue from parking meters.

NEIGHBORHOOD CONCERNS: None

IMPACT IF APPROVED: The hourly parking rate will be decreased to $1.00 per each hour for City-owned parking facilities. Parking meter rates will be increased, administratively, to $1.00 per hour.

IMPACT IF DENIED: The hourly parking rate will remain at $0.75 per each half hour for City-owned parking facilities.

ALTERNATIVES: NA

EEO CERTIFICATION NUMBER: NA

WHICH OF THE GOALS IDENTIFIED IN THE COUNCIL’S 2011 – 2026 STRATEGIC PLAN DOES THIS RECOMMENDATION ADVANCE?
1. Financially Sound City Government
2. Responsive, Efficient City Organization
WHICH CRITICAL SUCCESS FACTOR(S) FROM THE COMPREHENSIVE PLAN DOES THIS RECOMMENDATION IMPLEMENT?

1. Grow employers and jobs.
2. Invest in our infrastructure and transportation.
3. Have an efficient government.

DEPARTMENT: Public Works
RESOLUTION NO. ________________________
CITY OF PEORIA

Peoria, Illinois ___________________ 20 ——

RESOLUTION AMENDING RESOLUTION NO 07-677
PERTAINING TO PARKING RATES AT CITY-OWNED PARKING FACILITIES

RESOLVED:

WHEREAS, the City Council of the City of Peoria, Illinois determined that the following rates for parking in City decks and lots are reasonable and necessary to cover the City's expenses in operating and paying for said decks and lots; and

WHEREAS, the City Council authorizes and directs the City Traffic Engineer to establish said rates; and

WHEREAS, the City Traffic Engineer concurs that the rates set forth below should be the established rates;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Peoria, Illinois as follows:

Section 1:

Jefferson Street Deck – The monthly rate for 5 days per week shall be $70.00; the monthly rate for 7 days per week shall be $75.00; the hourly rate shall be $0.75 $1.00 per each half-hour with a maximum of $6.00 for all day or 12 hours; special events shall be charged at a $5.00 flat rate.

MEL Lot – The monthly rate for 5 days per week shall be $55.00 $57.00; the hourly rate shall be free for the first two (2) hours $0.75 $1.00 per each half hour with a maximum of $6.00 for all day; special events shall be charged at a $5.00 flat rate.

Niagara Parking Deck – The monthly rate for 5 days per week shall be $70.00; the monthly rate for 7 days per week shall be $75.00; the hourly rate shall be $0.75 $1.00 per each half hour with a maximum of $6.00 for all day; special events shall be charged at a $5.00 flat rate.

Riverfront Village – The monthly rate for 5 days per week shall be $55.00 $57.00; the hourly rate shall be $0.75 per each half hour free for the first two hours, with a maximum of time of 2 hours. Day permits can be purchased for $6.00 for all day; special events shall be charged at a $5.00 flat rate.

Twin Towers Garage – The monthly rate for 5 days per week shall be $70.00; the monthly rate of 7 days per week shall be $75.00; the hourly rate shall be $0.75 $1.00 per each half hour with a maximum of $6.00 for all day; special events shall be charged at a $5.00 flat rate.

Technology Plaza Parking Deck - The monthly rate for 5 days per week shall be $70.00; the monthly rate for 7 days per week shall be $75.00; the hourly rate shall be $0.75 $1.00 per each half hour with a maximum of $6.00 for all day; special events shall be charged at a $5.00 flat rate.

Franklin Street Lot – The monthly rate for 5 days per week shall be $52.00; the hourly rate shall be $0.75 per each half-hour with a maximum of $6.00 for all day; special events shall be charged at a $5.00 flat rate.
Section 2: This Resolution shall be effective immediately upon passage according to law; provided, however, that the monthly rates contained herein shall be effective February 1, 2014.

Passed this ___ day of ________________________, 2014.

APPROVED:

______________________________
Mayor

ATTEST:

______________________________
City Clerk

EXAMINED AND APPROVED:

______________________________
Corporation Counsel
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: December 4, 2013
SUBJECT: Parking Meter Rates Increase

The purpose of this memo is to administratively implement the increase in parking meter rates in an effort to correctly adjust the downtown parking rates to encourage parking patrons to utilize the City-owned parking facilities.

In 2012, Walker Parking Consultants performed a study to help the City determine which type of multi-space parking meters to sample for the on-street parking around the new Museum. As part of this study, Walker reviewed the City’s current rate structure for both on-street and off-street parking. They found that the City’s hourly off-street parking rates were very high as compared to the on-street rates, and consequently encourage downtown visitors to park on the street and not in City parking facilities.

The study recommended that the City raise the on-street rates and consider lowering the hourly parking deck rates to encourage parking patrons to use the City decks. Therefore, Public Works staff is recommending parking meter rates to be increased to a rate of approximately $1.00 per hour to encourage downtown visitors to use the City-owned parking decks. Efforts to decrease the hourly rates of the City-owned facilities will be addressed through the Peoria City Council.

Therefore, attached for your concurrence is the Traffic Regulation Order to increase the parking meter rates in the City of Peoria to $1.00 per hour. The rate increase will take place on February 1, 2014, subject to programming of the new rates in the parking meters.

If you have any questions, please call.

NS / SS

c: Lieutenant Steve Roegge
   Sergeant Jerry Bainter
A REGULATION AMENDING SCHEDULE "G-1" OF THE TRAFFIC CODE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINIOS as follows:

Section 1. Scheduled G-1, as established in Section 28-291 of the Peoria City Code is hereby amended to set the rate for the following:

10-hour parking meter: 60 minutes for each dollar coin
15 minutes for each quarter
6 minutes for each dime
3 minutes for each nickel

4-hour parking meter: 60 minutes for each dollar coin
15 minutes for each quarter
6 minutes for each dime
3 minutes for each nickel

2-hour parking meter: 60 minutes for each dollar coin
15 minutes for each quarter
6 minutes for each dime
3 minutes for each nickel

2-hour parking meter: 30 minutes free on first coin after meter expires
(Free 30 minute interval) 60 minutes for each dollar coin
15 minutes for each quarter
6 minutes for each dime
3 minutes for each nickel

10-hour parking meter: 15 minutes for each quarter
6 minutes for each dime
3 minutes for each nickel

Section 2. The foregoing item is hereby added at the end of Schedule “G-1” of the Peoria City Code.

Section 3. This provision shall supersede all prior Ordinances or Traffic Regulation Orders pertaining to parking meter rate.

Section 4. This regulation shall be in full force and effect from and after its approval, with the rate increases to begin February 1, 2014, subject to programming of new rates on the parking meters.

DATE: __________________________

APPROVED:

______________________________
City Manager

ATTEST:

______________________________
City Clerk

EXAMINED AND APPROVED:

______________________________
Corporation Counsel
REQUEST FOR COUNCIL ACTION

To: Honorable Mayor and Members of the City Council
From: Patrick Urich, City Manager

AGENDA DATE REQUESTED: January 14, 2014

ACTION REQUESTED: DEFER FOR TWO WEEKS TO THE JANUARY 28, 2014 REGULAR CITY COUNCIL MEETING ITEM #FR-35, THE RESOLUTION AMENDING RESOLUTION NO. 07-677, PERTAINING TO PARKING RATES AT CITY-OWNED PARKING FACILITIES. (WITH MEMO AND TRAFFIC REGULATION ATTACHED, FOR INFORMATION ONLY.)

BACKGROUND: At its meeting on December 10, 2013, Council considered this item under First Reading #35 and approved placing it on the January 14, 2014 Regular Meeting Agenda. Council asked Staff to Report Back on several items regarding the affect decreased parking rates would have on the City's budget. Staff requests a two-week deferral to allow Staff to make a presentation to the Downtown Advisory Commission and solicit their input on this issue, to provide a detailed report back to Council.

FINANCIAL IMPACT:

NEIGHBORHOOD CONCERNS:

IMPACT IF APPROVED:

IMPACT IF DENIED:

ALTERNATIVES:

EEO CERTIFICATION NUMBER:

WHICH OF THE GOALS IDENTIFIED IN THE COUNCIL’S 2011 – 2026 STRATEGIC PLAN DOES THIS RECOMMENDATION ADVANCE?

1. Financially Sound City Government
2. Responsive, Efficient City Organization

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

1. Invest in our infrastructure and transportation.
2. Keep taxes and fees competitive.
3. Have an efficient government.

DEPARTMENT: Public Works