CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, FEBRUARY 17, 2015

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 – TRANSPORTATION 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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*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 – Transportation 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 – TRANSPORTATION COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM – 4:30 PM

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES – JANUARY 20, 2015 REGULAR MEETING

AGENDA ITEMS

ITEM NO. 1  Consideration for RECOMMENDATION to the City Manager of Adoption of Proposed TRAFFIC REGULATIONS:

1. A Regulation AMENDING Schedule MM of the TRAFFIC CODE Establishing a SCHOOL SPEED ZONE (20 MPH) on N. UNIVERSITY STREET and W. NORTHMOOR ROAD by Richwoods High School [Council Districts 4&5]; and

2. A Regulation AMENDING Schedule MM of the TRAFFIC CODE Establishing a SCHOOL SPEED ZONE (20 MPH) on S. GRISWOLD STREET by Manual High School [Council District 1]; and

3. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N WOODHAVEN DRIVE at W PARKRIDGE ROAD [Council District 4]; and

4. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N RUSTIC RIDGE DRIVE at W OVERBROOK DRIVE [District 4];

   a. For more information on Traffic Regulations, see the following link at Manual on Uniform Traffic Control Devices: http://mutcd fhwa dot gov/pdfs/2009r1r2/part7.pdf (Pages 742 - 743, Section 7B.15 School Speed Limit Assembly).

ITEM NO. 2  Consideration of Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY:

1. Excerpts of Meeting Minutes of April 16, 2013; June 18, 2013; and September 17, 2013 of the Traffic Commission Regarding Previous Discussion of the Complete Streets Policy;

2. DRAFT RESOLUTION in Support of Instituting a Complete Streets Policy.

ITEM NO. 3: Other Items of Interest to the Transportation Commissioners.

1. Organizational Chart of the Public Works Department (attached);
2. **For Information Only**: Preliminary Engineering Services Agreement with Hanson Professional Services for the Proposed One-Way/Two-Way Conversion of Jefferson Street (Adams to Western) and Adams Street (Woodlawn to Krause).

3. **For Information Only**: City of Peoria Request for Qualifications for a Pay By Cell Parking Service.

**UNFINISHED BUSINESS**

**NEW BUSINESS**

**PUBLIC COMMENT**

**NEXT MEETING**
*Tuesday, March 17, 2015*

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

JANUARY 20, 2015

A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:00 p.m. on Tuesday, January 20, 2015, 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: Commissioner Dan Adler, Commissioner Mary Jane Crowell, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons (arrived 3:10 p.m.), Commissioner Pat McNamara, Commissioner Joe Messmore, and Commissioner Randall Ray – 9.

Commissioners Absent: Commissioner Michael Vespa - 1.

Others in attendance included Traffic Engineer Nick Stoffer; Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander; Journal Star Reporter Nick Vlahos; Advocate for Disabled Rights Roger Sparks; and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS

Bicycle Master Plan

Mr. Stoffer announced a Draft plan should be received some time near the end of February from the Bicycle Master Plan consultant. He said if the information was received prior to the February meeting of the Commission, he would send it on to them. After the draft plan was received, he said a pre-final meeting would be scheduled to present the plan to the public.

MINUTES

Commissioner Messmore moved to approve the Minutes of the Regular Transportation Commission Meeting held on November 18, 2014; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

ITEM No. 1 Consideration for Recommendation to the City Manager of Adoption of Proposed Traffic Regulations:

1. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on N Union Street from W Dr Martin Luther King Jr Drive to W Moss Avenue;

2. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on W Forrest Hill Avenue from Sheridan Road to Knoxville Avenue;
3. A Regulation Amending Schedule S of the Traffic Code Reduce the Speed Limit on R.B. Garrett Avenue from W. Dr Martin Luther King Jr Drive to Kumpf Boulevard.

4. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Gilbert Avenue from Lehman Road to Sterling Avenue;

5. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Crestwood Avenue from Sheridan Road to Knoxville Avenue;

**Items 1.4 and 1.5:**

4. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Gilbert Avenue from Lehman Road to Sterling Avenue;

5. A Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Crestwood Avenue from Sheridan Road to Knoxville Avenue;

After a brief introduction by Mr. Stoffer, Commissioner Lott moved to Table the discussion regarding the consideration for adoption of a Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Gilbert Avenue from Lehman Road to Sterling Avenue and a Regulation Amending Schedule U of the Traffic Code to Add the Emergency Snow Route Designation to Crestwood Avenue from Sheridan Road to Knoxville Avenue; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

**Items 1.1, 1.2 and 1.3:**

1. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on N Union Street from W Dr Martin Luther King Jr Drive to W Moss Avenue;

2. A Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on W Forrest Hill Avenue from Sheridan Road to Knoxville Avenue;

3. A Regulation Amending Schedule S of the Traffic Code Reduce the Speed Limit on R.B. Garrett Avenue from W. Dr Martin Luther King Jr Drive to Kumpf Boulevard.

Mr. Stoffer gave the background on the Traffic Regulation for reduction of the speed limit on Union hill. The previous month, he explained, due to a sight distance problem, the STOP sign at the top of the hill was removed as a part of the program to promote safety. He said the speed limit was not posted in the area, but this was to lower it to 25 miles per hour (mph).

In discussion with Commissioner Herz, Mr. Stoffer explained urban areas were set at 30 mph, which was the reason for the attempt to lower it. He said #1.3 was a similar issue, but the Council person requested its review to keep it in line with the other east-west streets in the area. Union hill itself, he said, was a little different because it was a short stretch, and lowering the speed limit would allow drivers yielding at the top of the hill (Moss Avenue) to be aware of it.

Regarding Item 1.3, at Forrest Hill, Mr. Stoffer explained that area just had a road diet improvement taking parking off the street, reducing the lane width to 10' and adding a 4' bike lane on each side. He said the reduction would encourage lower speeds. He reported the project would be completed in spring.
Commissioner Lyons arrived at 3:10 p.m.

In discussion with Commissioner Herz, Mr. Stoffer discussed the placement of the signs and he explained that, unless posted (differently) the speed limit was 30 mph. He said staff would post more of the 25 mph signs on Forrest Hill because it was a longer stretch of roadway.

Regarding Item No. 1.3, Mr. Stoffer explained the speed limit was currently 35 mph on R.B. Garrett and 30 mph in the surrounding area.

Commissioner Crowell moved to approve the Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on N Union Street from W Dr Martin Luther King Jr Drive to W Moss Avenue; the Regulation Amending Schedule S of the Traffic Code to Reduce the Speed Limit on W Forrest Hill Avenue from Sheridan Road to Knoxville Avenue; and the Regulation Amending Schedule S of the Traffic Code Reduce the Speed Limit on R.B. Garrett Avenue from W. Dr Martin Luther King Jr Drive to Kumpf Boulevard; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

**ITEM No. 2 REVIEW of Draft Complete Streets Policy Documents:**

1. Memorandum dated April 16, 2013, from former City Engineer Jeff Smith to Traffic Commission;

2. DRAFT ORDINANCE Amending Chapter 28 of the Code of the City of Peoria by Adding New Sections … Instituting a Complete Streets Policy.

Mr. Stoffer explained that city staff had been utilizing the Complete Streets ideals, though the policy had not yet been officially adopted. Since the Commission’s rules and membership had been updated, he said it was a good time to bring this policy to the Commission for review and recommendation to City Council. He noted the previous Traffic Commission reviewed it in 2013 and a Council Policy Session was held for its discussion, but it was not adopted at that time.

Mr. Stoffer played excerpts from the video recording of the City Council Policy Session held on September 10, 2013. Some of the items described in a Complete Streets policy, as outlined by Ian Lockwood, presenter at the Policy Session included:

- Raised pedestrian crossings
- Linear parks
- Inclusive streets with integrated designs that are highly walkable and bike-able
- Add vibrancy; not restricting volume—it’s all about the trip length
- Use “Road Diets” for travel lanes
- Low cost of using paint only to make improvements
- Mid-block crossings, with angles, to encourage safe crossings
- Crash rates and speeds go down when these items are added
- Focus: on strengths; do two blocks well instead of 12 blocks mediocre

Mr. Stoffer encouraged the Commissioners to go to the city’s web site and view the entire Policy Session in order to review all of the information Mr. Lockwood presented. He reiterated it was brought forward at this time to review and gather their suggestions, or changes, with the concept that the policy should again be recommended for adoption.
Commissioner Lott said he completely supported the concept; however, he said he noticed in the ordinance document on Page 2, Section 104(b), "Privately constructed streets and parking lots shall adhere to this policy." He questioned how a private development might be required to implement "complete parking lots."

Mr. Stoffer said the Commissioners should feel free to make this their document for revisions and recommendation.

In response to Commissioner Herz’s question of how the policy’s adoption would impact the city’s planning process, Mr. Stoffer stated that, internally, it would affect the design of every improvement project. Externally, he said, it would be good if private developers would follow it.

In further discussion regarding the policy being adopted as an Ordinance versus a Resolution, Commissioner Ray stated an Ordinance regulated the behavior of citizens and a Resolution regulated the City, itself. He said there may be more flexibility in making it a Resolution. He suggested Mr. Stoffer discuss that with Community Development Director Ross Black.

Commissioner Ray referred to Sec. 28-103 stating the city would “ensure... the safety... of all users of the transportation system are accommodated...,” which he said went beyond the legal requirement of any city. Also, he said though pedestrians and bicyclists were some of the intended and permitted users of complete streets, the language should be further refined because some areas of the city obviously weren’t meant for those users.

In developing the proposed Resolution, Commissioner McNamara noted the importance of reviewing the reference documents previously posted to the city’s web site and, specifically, “Smart Growth Cities Best Policies 2012” under Transportation Commission at http://www.peoriagov.org/committees-commissions/.

Mr. Stoffer stated he would bring back a Draft of the policy in Resolution format and he would look into adding a link on the Commission’s web page to the Institute of Transportation Engineers (ITE) Manual, which also contained many other reference materials on the issue that were continually updated. He said he would also provide a copy to the Commissioners of the Minutes at previous Traffic Commission meetings when the Complete Streets Policy was discussed.

Commissioner Herz said it would also be helpful to know if there were new developments since Mr. Lockwood’s presentation and if he had advocated any other reference materials relevant to the issue.

Commissioner Ray noted that adopting the Policy in a Resolution format, rather than as an Ordinance, also would allow more flexibility for the addition of illustrations.

**ITEM NO. 3: Other Items of Interest to the Transportation Commissioners:**

**Reorganization of Public Works Department**
Commissioner McNamara reported he noticed a new Organizational Chart for Public Works, which was part of a recent Issues Update from the City Manager, and he questioned if there were any significant changes that would impact the Commission. Mr. Stoffer answered that the reorganization further defined Operations versus Engineering and that the Traffic Division,
which he supervised, would now report to Assistant Director/City Engineer Scott Reese. He said he would provide the Chart to the Commissioners in their next meeting's Agenda packet.

Purchase of New Traffic Equipment
Further, Mr. Stoffer reported that the traffic analyzing equipment purchase approved by Council on January 13, 2015, was to replace traffic counters which had become obsolete and were no longer functioning. He explained, instead of having to bid these items separately, the City was able to utilize unit prices received by the State on their annual bid for these items.

UNFINISHED BUSINESS

1. REPORT BACK REGARDING PEDESTRIAN USAGE AT MAIN AND UNIVERSITY STREETS INTERSECTION

Mr. Stoffer outlined his Report Back. Though the highest numbers stated may reflect student activity, he said the overall data showed many users. He said it reflected a vibrant change to the intersection of Main and University, making it a more attractive place to cross.

In discussion with Commissioner Lott regarding his question of whether the diagonal pedestrian crossing feature was always available, Mr. Stoffer stated it was activated by a designated push button. In fact, he said, none of the pedestrian crossing lights would activate without using the push button and that they are all together as one all-pedestrian phase.

Sidewalk Café Ordinance Deferred to February 10, 2015

Commissioner McNamara noted the proposed Sidewalk Café Ordinance had again been deferred on the City Council's agenda, and Mr. Stoffer explained the extra time was needed to make sure some of the affected businesses had the opportunity to participate so that it was a positive change for them.

Street Asset Inventory

In discussion with Chairman Hudson, Mr. Stoffer reported the data from the street asset inventory remained in draft form and it was being refined for errors. In using the data, Mr. Stoffer explained lights and signs discovered in poor condition would be replaced, and the street condition ratings would aid staff in planning and prioritizing street repair projects by type of surface and type of failure.

NEW BUSINESS

Proposed Sidewalk Snow Removal Policy Session

Commissioner McNamara reported Councilwoman Akeson had requested a Council Policy Session on a sidewalk snow removal policy for the City of Peoria. He requested knowing when that was set.

Commissioner Messmore suggested the Transportation Commission should take a lead role on the issue to give a firm recommendation to Council, and Mr. Stoffer stated he would advise the Commission when the date was set for the Policy Session and would also add the topic to a future Agenda.
Discussion and Review of City Code

As a result of further discussion, Mr. Stoffer stated he would include in the Commission’s agendas the review of pertinent sections of City Code that governed transportation issues, such as the Traffic Regulations they had been reviewing for adoption. He said he hoped that would give them a comfort level in recommending changes to traffic situations they may come upon in their travels around the city.

PUBLIC COMMENT

Advocate for Disabled Rights, Roger Sparks, questioned why the speed limit on Forrest Hill was lowered to 25 mph only on the section between Sheridan and Knoxville. He said it was all residential, between Prospect and University, and there were many children and buses present. Further, he said while he was daily waiting for the bus, between 8:30 and 8:45 a.m., he witnessed the same vehicle running the STOP sign at Wisconsin and Forrest Hill.

Mr. Stoffer answered that he would review the section of Forrest Hill that Mr. Sparks mentioned as to placement of 25 mph limits, but he wasn’t certain that section was appropriate for that speed limit. He said the Sheridan to Knoxville section had recently undergone a road diet which had made it appropriate for that speed limit. Also, he said he would ask the Police Department to investigate the other matter he described.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, February 17, 2015 at 3:00 p.m.

Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:25 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
ITEM NO. 1

Traffic Regulations (Proposed)
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: February 18, 2015

SUBJECT: Establishment of School Speed Zone: University St., Northmoor Rd. (by Richwoods High School)

The purpose of this memo is to recommend the establishment of a School Speed Zone on N. University St. and on W. Northmoor Rd. for Richwoods High School. Currently, these roadways are regulated by 40 MPH and 30 MPH speed limits, respectively. These revisions will be added, or subtracted, from Schedule “MM” as defined in the City Code.

➢ Area neighborhood residents and concerned parents have requested that University and Northmoor in the area of the school be changed to a 20 MPH school zone. The main concerns were the speed of the motorists on the street and the pedestrians in the proximity of the school. This will promote more safety for the area by slowing traffic on school days when children are present.

Appropriate signs will be posted along or removed from these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “MM” of the City Code by the following:

• Change the areas by Richwoods High School on University and on Northmoor to a School Zone.

This portion of Northmoor Road is in Council District 4. This portion of University Street is in Council Districts 4 and 5.

If you have any questions, please call me at X8823.

c: City Council Members
   Michael Rogers, Public Works Director
   Sue Maroon, Public Works Deputy Director
   Lt. Steven Roege, Police Department
   Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE "MM" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,119, adopted by the City Council on July 8, 2014, and Section 28-140 of the Municipal Code of Peoria, the following street, at the limits indicated, is to hereby be established as a School Speed Zone. (20 mph):

North University Street from West Northmoor Road to approximately the edge of Richwoods High School Property.

West Northmoor Road from North University Street to approximately North Rosemead Drive.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule "MM" of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ______________________

APPROVED:

_________________________
City Manager

ATTEST:

_________________________
City Clerk

EXAMINED AND APPROVED:

_________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved

☐ Not Approved

Comments: ________________________________

Prepared 2/12/15
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: February 18, 2015
SUBJECT: Establishment of School Speed Zone: Griswold St. (by Manual High School)

The purpose of this memo is to recommend the establishment of a School Speed Zone on S. Griswold St. for Manual High School. Currently, it is regulated by a 20 MPH speed limit. These revisions will be added, or subtracted, from Schedule “MM” as defined in the City Code.

➢ Traffic staff felt that this roadway would benefit from a School Speed Zone. This will promote more safety for the area by slowing traffic on school days when students are present.

Appropriate signs will be posted along, or removed from, these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “MM” of the City Code by the following:

• Change the area by Manual High School on Griswold to a School Zone.

This regulation is in Council District 1.

If you have any questions, please call me at X8823.

c: City Council Members
   Michael Rogers, Public Works Director
   Sue Maroon, Deputy Director of Public Works
   Lt. Steven Roegge, Police Department
   Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE "MM" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,119, adopted by the City Council on July 8, 2014, and Section 28-140 of the Municipal Code of Peoria, the following street, at the limits indicated, is to hereby be established as a School Speed Zone. (20 mph):

South Griswold Street from West Lincoln Avenue to approximately the edge of Manual High School Property, by West Antoinette Street.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule "MM" of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ______________________

APPROVED:

__________________________
City Manager

ATTEST:

City Clerk

EXAMINED AND APPROVED:

__________________________
Corporation Counsel

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:

Prepared 2/12/15
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: February 18, 2015

SUBJECT: Intersection (STOP) Control: Wardcliffe Subdivision
N. Woodhaven Dr. at W. Parkridge Rd.

The purpose of this memo is to recommend the installation of an intersection control by Stop sign on a roadway within the City of Peoria. These revisions will be added, or subtracted, from Schedule “J” as defined in the City Code.

➢ City Staff is requesting this improvement. This will promote more safety for the area and continue with our efforts to have every 4-way intersection within the City of Peoria have some sort of traffic control.

Appropriate signs will be posted along, or removed from, these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “J” of the City Code by the following:

• Install “STOP” signs on N. Woodhaven Dr. at W. Parkridge Rd, effectively making Parkridge the “Through Street.”

This regulation is in Council District 4.

If you have any questions, please call me at X8823.

cc: City Council Members
Michael Rogers, Public Works Director
Sie Maroon, Deputy Director of Public Works
Lt. Steven Roegge, Police Department
Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “J” OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as a “Stop Intersection.”

North Woodhaven Drive Stops for West Parkridge Road.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “J” of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: 

APPROVED:

ATTEST:

City Clerk

EXAMINED AND APPROVED:

Corporation Counsel

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:

Date:

Prepared 2/12/15
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: February 18, 2015

SUBJECT: Intersection (STOP) Control: Wardcliffe Subdivision
N. Rustic Ridge Dr. at W. Overbrook Dr.

The purpose of this memo is to recommend the installation of an intersection control by STOP sign on a roadway within the City of Peoria. These revisions will be added, or subtracted, from Schedule “J” as defined in the City Code.

➢ City Traffic Staff is requesting this improvement. This will promote more safety for the area and continue with our efforts to have every 4-way intersection within the City of Peoria have some sort of traffic control.

Appropriate signs will be posted along, or removed from, these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “J” of the City Code by the following:

• Install “STOP” signs on N. Rustic Ridge Dr. at W. Overbrook Dr., effectively making Overbrook Drive the “Through Street.”

This regulation is in Council District 4.

If you have any questions, please call me at x8823.

c: City Council Members
Michael Rogers, Public Works Director
Sieg Maroon, Deputy Director of Public Works
Lt. Steven Roege, Police Department
Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “J” OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as a “Stop Intersection:”

North Rustic Ridge Drive Stops for West Overbrook Drive.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “J” of the Traffic Code.

Section 4. This regulation shall be in full force and effect from and after its approval.

DATE: ______________________

APPROVED:

__________________________________________
City Manager

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:

__________________________________________
Date: ______________________

ATTEST:

__________________________________________
City Clerk

EXAMINED AND APPROVED:

__________________________________________
Corporation Counsel

Prepared 2/12/15
ITEM NO. 2

Re: Complete Streets Policy
Commissioner Haverhals stated that a major factor was cost and how it would be associated with the major entrances/exits to the interstate and parking decks.

Mr. Smith stated that they would focus on the downtown area, focus on holistic goals, livable streets and report back with one-way and two-way option that could be presented to others.

**ITEM NO. 2: DISCUSSION REGARDING COMPLETE STREET POLICY**

Interim Public Works Director Jeff Smith stated that the City was contemplating the adoption of a Complete Streets Policy and would like input from the Traffic Commission in developing this policy.

Mr. Smith stated that the term "complete streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor-vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. He said a complete streets policy means that in designing streets, the City would consider whether a complete street treatment was appropriate in every future street construction, reconstruction, and maintenance project. He said that currently there was no policy in place that would address bike plans. He said many places are adopting plans and others are adopting manuals. He stated that Champaign, Illinois has adopted a plan that addresses some of the issues. He felt that it would be helpful to have these plans in place as we move forward with developing new project. He said that they would like to create opportunities for people to bike and walk.

Mr. Smith asked the Commission to review the information and they could discuss further.

Council Member Akeson stated that the Council like to see these things in place by the next budget cycle.

**UNFINISHED BUSINESS**

None.

**NEW BUSINESS**

None

**PUBLIC COMMENT**

Mr. Roger Sparks stated that he appreciated what the Commission was doing.
MINUTES OF A REGULAR MEETING
OF THE CITY OF PEORIA

:TRAFFIC COMMISSION:

JUNE 18, 2013

A Regular Meeting of the City of Peoria's Traffic Commission convened at 3:04 p.m. on Tuesday, June 18, 2013, at City Hall, Room 404, 419 Fulton Street, Peoria, Illinois, and was called to order by Chairman Hudson.

CALL TO ORDER

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

Commissioners Present: Chairman Joe Hudson; Commissioner Mary Jane Crowell; Commissioner John Haverhals; Commissioner Pat McNamara; Commissioner Joe Messmore and Commissioner Michael Vespa – 7.

Commissioners Absent: Commissioner Brandon Lott and Commissioner Steve Van Winkle – 2.

Others in attendance included Jeffrey Smith, Interim Public Works Director; Nick Stoffer, Traffic Engineer, Vikki Hibberd, Administrative Services Manager, Scott Reese, City Engineer, Roger Sparks; and Stephanie Stapleton, Administrative Specialist.

ANNOUNCEMENTS

Mr. Smith informed the Commission that a Public Information Meeting would be held on July 10th to discuss the design changes for University Street Improvement Project.

Traffic Engineer Nick Stoffer introduced the new City Engineer Mr. Scott Reese.

MINUTES

Commissioner McNamara moved to approve the minutes of April 16, 2013; seconded by Commissioner Messmore.

Approved by viva voce vote

ITEM NO. 1: DISCUSSION AND CONSIDERATION OF THE COMPLETE STREETS POLICY

Interim Public Works Director Jeffrey Smith gave an overview of the topic for discussion. He stated that in 2012, nearly 130 communities had adopted Complete Streets Policies. In total, 488 Complete Streets Policies are in currently in place, at all levels of government in Illinois. He explained that the Smart Growth America and the National Complete Streets Coalition have developed best practices for the development of Complete Streets Policies. He further
explained that they have also developed a scoring system to evaluate how closely policies comply with what has been determined to be ten ideal elements:

- 1) **Vision and Intent**: The policy outlines a vision for how and why the community wants to complete its streets;
- 2) **All Users and Modes**: The policy specifies that "all users" includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses and automobiles;
- 3) **All Projects and Phases**: Both new and retrofit projects are subject to the policy, including design, planning, maintenance and operations, for the entire right-of-way;
- 4) **Clear, Accountable Exceptions**: Any exceptions are specified and must be approved by a high-level official;
- 5) **Network**: The policy encourages street connectivity and creates a comprehensive, integrated and connected network for all modes across the network;
- 6) **Jurisdiction**: All other agencies can clearly understand the policy and may be involved in the process;
- 7) **Design**: The policy recommends the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs;
- 8) **Context Sensitivity**: Community context is considered in planning and design solutions;
- 9) **Performance Measures**: Performance standards with measurable outcomes are included;
- 10) **Implementation Next Steps**: Specific next steps for implementing the policy are described.

Mr. Smith stated that the attached Draft Ordinance was modeled after the City/County of Indianapolis, which received the highest scores for its policy. He said that it addresses all 10 of the elements.

In discussion with Commissioner Crowell regarding the Complete Streets Study, Mr. Smith stated that he felt that some of this information may have been addressed in the Strategic Plan; however, he felt that portions of the Complete Streets concept was concentrated on during the Washington Street project.

Mr. Smith stated that he felt that it would be necessary to have a Master Bike Plan. He said the Plan would provide some direction to determine where bike paths would be incorporated that would be connected throughout the community.

Commissioner McNamara stated that he reviewed the material from Indianapolis and visited several websites, which he felt provided supportive material that explained why there city was developing this particular plan. He stated that he was in favor of the plan and felt that this component should be included in the development process.

Mr. Smith stated that he felt that there was a Public Information component that could be identified.

In discussion with Commissioner Crowell regarding the Complete Streets idea, Mr. Smith stated that the concept was mentioned in the Strategic Plan. He said the Plan would need to be submitted to the City Council for approval. He felt that the City Council was introduced to this
concept during the planning stages of the Warehouse District. He said that they reviewed width of streets, bike lanes, pedestrians and parking; therefore, he felt that these components were factored into this redevelopment area.

Commissioner Wolfe stated that many of the streets have extensive problems and he felt that it was critical that the Commission keep in mind that all aspects of the Complete Streets concept were not going to be met with every project. He further explained that he felt that the width of the street would not allow for some of these changes to take place.

Commissioner McNamara distributed a copy of the Completes Street Design Manual from New Haven, Connecticut.

Commissioner McNamara moved to approve the Complete Streets Ordinance, which would implement a Complete Streets Policy to be submitted to the City Council for approval; seconded by Commissioner Vespa.

Approved by viva voce vote.

**ITEM NO. 2: DISCUSSION REGARDING ADAMS AND JEFFERSON 1-WAY/2-WAY PUBLIC MEETINGS**

Traffic Engineer Stoffer stated that on April 16, 2013, the Traffic Commission discussed its role in the proposed conversion of Adams and Jefferson to two-way streets. He said one of the roles discussed for the Traffic Commission’s involvement was public participation.

Mr. Stoffer stated that on February 26, 2013, City Council voted to direct Staff to prepare an implementation plan for the conversion of Adams and Jefferson from one-way to two-way streets. He said one of the important concerns relayed to Staff was the importance of the input of the property owners along the planned corridor. He stated that at the April 2013, meeting of the Traffic Commission, a discussion was held to determine the Traffic Commission’s role in the implementation plan. He said one of the vital roles for the Traffic Commission would be to host public meetings to help gather the input of the businesses and residents concerning this project. He stated that these meetings could be scheduled at various stages in the process of developing the implementation plan, to help guide the process.

Mr. Stoffer explained that the Adams and Jefferson corridor was extensive, with different characteristics and jurisdictional concerns, but it could be separated into three sections in which to host meetings: North – Camblin Avenue to Spalding Avenue; Downtown – Spalding Avenue to MacArthur Hwy; and, South – MacArthur Hwy to Western Avenue.

Commissioner McNamara suggested that visuals be provided to show the design layout of these intersections.

Chairman Hudson stated that he felt that it would be important to engage with the business owners in this area.

Mr. Smith stated that he would like to report back to the City Council by the end of the year. He recommended scheduling the Public meeting for July and August.
MINUTES OF A REGULAR MEETING
OF THE CITY OF PEORIA

TRAFFIC COMMISSION:

SEPTEMBER 17, 2013

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.
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEORIA, STATE OF ILLINOIS, ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the City of Peoria strives to be a “livable community” and contain a well-balanced and connected transportation system that allows for safe walking and biking, and that an efficient, robust public transit is a vital component of a “livable community,” and

WHEREAS, Complete Streets are a sound financial investment in our community that provide long-term savings, in that a transportation budget can incorporate Complete Streets projects without requiring additional funding; and

WHEREAS, CEOs for Cities released a report called “Walking the Walk” (attached) which measured the dollars-and-cents value that homes in walkable areas – all other things being equal – command over homes with “average walkability,” and found that, in 13 of the 15 housing markets they studied, increased neighborhood walkability was positively correlated with highly significant price increases; and

WHEREAS, creating Complete Streets also reduces infrastructure costs by requiring less pavement per user compared to increasing road capacity for vehicles alone; which saves money at the onset of the project and reduces maintenance costs over the long-term; and

WHEREAS, the U.S. Census Bureau projects that, by 2030, the portion of Illinois residents over age 65 will increase from 12% to 18%, totaling nearly 21,000 additional people over 65 in Peoria, who will need the public right-of-way to better serve them by safe places to walk, bicycle or board the bus, and by designing the streets to better accommodate older drivers they will be better served (see attached); and

WHEREAS, more than one third of Americans do not drive due to age, disability or poverty, and need transportation alternatives; and

WHEREAS, in Peoria County 29% of adults are overweight or obese, and incomplete streets means many people lack opportunities to be active as part of daily life.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS

THAT: The City shall adopt the following Complete Streets Policy:

Complete Streets Policy of the City of Peoria

Definition of Complete Streets.

"Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

Complete Streets Policy.

The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

Scope of Complete Streets Applicability.
(a) All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all over-connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

(b) Privately constructed streets and parking lots shall adhere to this policy.

(c) The City shall foster partnerships with the State of Illinois, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City’s complete streets policy and continue such infrastructure beyond the City’s borders.

(d) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right of way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights of way, including capital improvements, re-channelization projects and major maintenance, must also be included.

**Exceptions.**

Any exception to this policy, including for private projects, must be approved by the Director of Public Works, or designee, and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

(a) An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(b) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repairs, and surface treatments such as seal coat or interim measures);

(c) The Director of Public Works issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, would require significant right-of-way acquisition, or inappropriate because it would be contrary to public safety; or

(d) Other available means or factors indicate an absence of need, including future need.

The Director of Public Works shall submit an annual report to the City Council summarizing all exceptions granted in the preceding year. These reports shall be submitted at the second City Council meeting after the end of the year, and shall be posted on-line on the City of Peoria website.

**Design Standards.**

The City shall follow accepted or adopted design standards and use the best and latest design standards available, such as the recommended practices published in the "DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH" by the Institute of Transportation Engineers.
In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Performance Measures.

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles and type of bike lanes added
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries and fatalities by mode
- Rate of children walking or bicycling to school
- Intersection level of service

Unless otherwise noted above, within twelve months of policy adoption, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the policy. Annual reports shall be posted on-line for each of the above measures.

Implementation and Reporting.

The City of Peoria shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

(a) The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to, The Manual of Practice for Infrastructure Design Standards, the Comprehensive Plan, the Community Investment Plan, any and all Pedestrian and Bicycle Master Plans, Transit Plans, ADA and Bus Stop plans and other appropriate plans);

(b) The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;

(c) When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;

(d) City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

(e) The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right of way in order to better use fiscal resources;

(f) An annual report will be made to the City Council showing progress made in implementing this policy. The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees shall report on the annual
increase or decrease for each performance measure contained in this policy compared to the previous year(s); and

(g) Every Complete Streets project shall include an educational component to provide information to assist all users of the transportation system in understanding and safely utilizing Complete Streets project elements.

Section 2. This resolution shall be in full force and effect from and after its passage and approval according to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS this ____ day of ______________________, 2015.

APPROVED:

______________________________
Mayor

ATTEST:

______________________________
City Clerk

EXAMINED AND APPROVED:

______________________________
Corporation Counsel
How Walkability Raises Home Values in U.S. Cities

Executive Summary

More than just a pleasant amenity, the walkability of cities translates directly into increases in home values. Homes located in more walkable neighborhoods—those with a mix of common daily shopping and social destinations within a short distance—command a price premium over otherwise similar homes in less walkable areas.

Houses with the above-average levels of walkability command a premium of about $4,000 to $34,000 over houses with just average levels of walkability in the typical metropolitan areas studied.

Walking the Walk explores the connection between home values and walkability, as measured by the Walk Score algorithm. Walk Score measures the number of typical consumer destinations within walking distance of a house, with scores ranging from 0 (car dependent) to 100 (most walkable). By the Walk Score measure, walkability is a direct function of how many destinations are located within a short distance (generally between one-quarter mile and one mile of a home). Our measure of walkability reflects the convenience and proximity of having shopping and cultural activities close at hand, as well as the value households attach to mixed-use neighborhoods.

Using an economic technique called hedonic regression, we estimate how much market value homebuyers implicitly attach to houses with higher Walk Scores. We looked at data for more than 90,000 recent home sales in 15 different markets around the nation. Our statistical approach controlled for key characteristics of individual housing units (their size, number of bedrooms and bathrooms, age and other factors), as well as for the neighborhoods in which they were located (including the neighborhood's income level, proximity to the urban center and relative accessibility to employment opportunities).

After controlling for all of these other factors that are known to influence housing value, our study showed a positive correlation between walkability and housing prices in 13 of the 15 housing markets we studied. In the typical market, an additional one point increase in Walk Score was associated with between a $700 and $3,000 increase in home values. In one market (Las Vegas) there was a negative correlation—housing prices decreased
with higher Walk Scores, and in one market (Bakersfield) there was no statistically significant correlation between prices and walkability after controlling for other factors.

These results show that consumers and housing markets attach a positive value to living within easy walking distance of shopping, services, schools and parks. The property value premium for walkability seems to be higher in more populous urban areas and those with extensive transit, suggesting that the value gains associated with walkability are greatest when people have real alternatives to living without an automobile.

It should be stressed that our measure of walkability captures not just the benefits associated with walking but with greater accessibility generally. Even households that don’t walk to every destination have shorter trips (and more nearby choices) than households with lower Walk Scores. And because places with higher walk scores tend to have more mixed uses and better transit services, some of the value measured here may be attributable to those assets.

This research makes it clear that walkability is strongly associated with higher housing values in nearly all metropolitan areas. The choice, convenience and variety of walkable neighborhoods are reflected in housing markets and are the product of consumer demand for these attributes. The nation’s urban leaders should pay close attention to walkability as a key measure of urban vitality and as impetus for public policy that will increase overall property values – a key source of individual wealth and of revenues for cash-strapped governments in a tough economy.

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**The Effect of Walkability: Charlotte, N.C**

An example of the effect of walkability on housing values cited in the study is found in Charlotte, NC. In a neighborhood with a typical Walk Score of 54 called Ashley Park, the median home price was $280,000. In a neighborhood with an above average Walk Score – 71 – called Wilmore, an otherwise similar home would be valued at $314,000.

Controlling for all other factors including size, number of bedrooms and bathrooms, age, neighborhood income levels, distance from the Central Business District and access to jobs, “if you were to pick up that house in Ashley Park, and place it in more walkable Wilmore, it would increase in value by $34,000 or 12 percent,” Cortright said.

In the typical metropolitan areas studied, the premium commanded for neighborhoods with above average Walk Scores compared to those with average Walk Scores ranged from $4,000 to $34,000, depending on the metro area.

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For more information or to download a full copy of *Walking the Walk*, visit www.ceosforcities.org, or contact Sheila Redick at sredick@ceosforcities.org.
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Internet Release Date: April 21, 2005.
ITEM NO. 3

Other Items of Interest to the Commission