CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, MAY 19, 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

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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.
• Public Works Open House: Wednesday May 20th 4 PM til 7 PM
  in celebration of National Public Works Week
• Warehouse District Ribbon Cutting Ceremony: June 11th at 11:00
  a.m. at Harrison Roundabout.

MINUTES – APRIL 21, 2015 REGULAR MEETING OF THE TRANSPORTATION COMMISSION

AGENDA ITEMS

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

A. A Regulation Amending Schedule QQ of the Traffic Code to Restrict Parking by
Instituting NO PARKING THURSDAY – SUNDAY 8 P.M. – 5 A.M. Zone on
South Street Between Adams & Washington. [Council District 1]
B. A Regulation Amending the Traffic Code for a 3-way Stop at the Intersection of N
Collett Dr. and N BodeLL Dr. (Not Attached; Handout at Meeting) [Council
District 5]

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

ITEM No. 3: Other Items of Interest to the Transportation
Commissioners:
A. For Information Only: Date Set: Special City Council Meeting to hold a Policy Session
Regarding Funding for Road Work over Next Five to Ten Years – Tuesday, June 16,
2015.

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, JUNE 16, 2015

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

APRIL 21, 2015

A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:01 p.m. on Tuesday, April 21, 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, Commissioner Pat McNamara, Commissioner Joe Messmore, Commissioner Randall Ray - 9.

**Commissioners Absent:** Commissioner Michael Vespa - 1.


ANNOUNCEMENTS

Commissioner Ray stated he would not be able to attend the May 19, 2015 Regular Meeting of the Transportation Commission.

MINUTES

Commissioner Ray moved to approve the Minutes of the Regular Transportation Commission Meeting held on February 17, 2015, as corrected to reflect that Commissioner Lyons was present at Roll Call; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

**ITEM No. 1: Consideration of Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY:**

1. **DRAFT RESOLUTION in Support of Instituting a Complete Streets Policy.**
   
a. In Attendance: Community Development Director Ross Black and Community Development Senior Urban Planners Josh Naven and Leah Allison, for Discussion in Relation to Subdivision Ordinance Policies and Procedures.

Mr. Stoffer introduced Senior Urban Planners Josh Naven and Leah Allison from the City’s Community Development Department. He stated Josh and Leah were attending in order to answer the Commissioners’ questions as they continued discussion regarding adoption of the Complete Streets Policy as it related to the Subdivision Ordinance.
There was a discussion about formalizing the Policy in an ordinance format or a resolution format.

Commissioner McNamara distributed sample Resolutions he had received from the City Clerk. He explained that he researched how current city resolutions are managed and how they are adhered to, with City Clerk Beth Ball’s assistance. He said the Resolutions didn’t seem to carry the weight of an Ordinance, as their language wasn’t very strong and he was not sure how they are adhered to. Also, he said they were not generally available. Once they were approved, he explained, they were executed and kept in the City Clerk’s files. He expressed concern that the process was not as transparent as accessing the Municipal Codes online. He said he hoped the Commission could conclude the matter today.

Commissioner Ray again stated that, from a legal standpoint, a resolution was appropriate to direct city employees and an ordinance directed others, such as developers, on how to create complete streets. It seemed practical, though, that they be easy to find, he said.

Mr. Stoffer stated he viewed it as a delivery system to get the policy in place, because once a resolution and its attached policy gets into the city’s legal process, it gets adopted.

In response to Mr. Stoffer’s question about planning department policies, Mr. Naven stated their policies typically were carried in the intent statement. He explained further that planning ordinances began with an opening statement for the intent that sets the stage for the regulations that follow. He said they were codified city regulations on what citizens may or may not do with land, etc.

Mr. Naven explained that, on the zoning side, the Comprehensive Plan was typically adopted by resolution, because it was the guiding planning document that provided for policies on how growth and development for the city. Also, he said state statute allowed it to be used as a decision making tool.

Commissioner Lott again expressed that city staff would automatically have input, because it would be a city regulation to be followed, whether it was adopted as an ordinance or resolution.

Mr. Naven stated that the current Subdivision Ordinance had very specific requirements for right-of-way development. He said that his department was working with Public Works on the Manual of Practice (MOP) to be instituted, which would streamline the process for updates. If their staff received a policy change request through a resolution, he said they would essentially take that as direction to make text amendments into the Municipal Code.

In further discussion with Mr. Stoffer, Mr. Naven agreed that the MOP and its design standards would reference the Complete Streets Policy, and not the resolution under which it was adopted. However, he said the initial intent statements could include cross-references to the actual resolution passed by Council, if needed.

In response to Commissioner McNamara’s question of whether the Heart of Peoria Plan (HOPP) was also a resolution, Mr. Naven confirmed it was a resolution-directed document.
Commissioner McNamara thanked Staff for the discussion, and he said he thought if the Comprehensive Plan and the HOPP were generally available on the web site and directed by resolutions, then that gave some merit to resolutions.

Mr. Stoffer stated the Commission specifically wanted Mr. Naven to speak to enforcement of the proposed language in the Policy that stated, “applicability… B) private streets and parking lots shall adhere to this policy.”

In discussion, Mr. Naven explained Community Development staff would consider this policy notation and similar policy from other communities and then include those as code amendments to allow for those types of methodologies to be provided on the private areas so the public areas and the vehicle areas worked in concert.

Commissioner Herz added that this Draft policy referenced other policy documents, making it context-sensitive, so that whatever development was being considered would be adjusted depending its location, as part of best practices.

Mr. Naven agreed and he noted the administrative processes available for relief for applicants with conflicts, such as the possibility of variances. He said staff typically included an alternate of compliance process for flexibility in design options. However, he said, they were not appealable to the Zoning Board.

Mr. Stoffer pointed out that this Draft policy gives the Public Works Director the right to amend things where someone just can’t meet the letter of the law.

Commissioner Lott stated he supported the proposed Policy, but he said he asked the question because he thought it put more of a burden on the private parking lot developers.

Mr. Naven outlined Context Sensitive design solutions for the surrounding areas, such as is there something unique that needs to be incorporated into parking lot design to make it multi-modal, such as newer storm water systems, pedestrian access, or the inclusion of public infrastructure in the area, such as a bus stop. Further, he stated planning and zoning ordinances always contained language that they did not supersede the most restrictive requirements.

In discussion with Commissioner Adler regarding his question of how the city had measured adherence to a desired policy and its intent, Mr. Stoffer stated that private developments had to undergo city review with Site Plan Review Board and then were inspected under the construction inspection process to make sure they adhered to what they promised under their plans. Also, he said adherence was measured as development was made. He said Staff had been adhering to these standards for several years, as was evident in the recent projects built.

Commission Herz mentioned the issues of stormwater management and combined sewer overflows and he stated it was important to ensure there was coordination between the parties concerned with these separate but overlapping policies to make sure their objectives were met.

Mr. Stoffer stated it did tie together, through some of the practices followed such as more green space and sustainable soils being used to capture the water. He said these new policies were helping to address the problems more than past practices. He confirmed that Chief Innovations Officer Anthony Corso would be invited to future Transportation Commission meetings.
For the May meeting, Mr. Stoffer stated he would incorporate in the Policy all amendments discussed so that the Commissioners could review it line by line to finalize it.

In discussion with Advocate for Disabled Rights Roger Sparks regarding his concern that the Accessibility Code was being ignored in city policies, Mr. Stoffer stated that City of Peoria Staff had to adhere to State and Federal laws and design standards. He said right of way and public space development was reviewed and adhered to under the Department of Justice’s Public Right of Way Accessibility Guidelines (PROWAG).

**ITEM No. 2: Other Items of Interest to the Transportation Commissioners:**

1. **For Information Only:** Pending ORDINANCE Permitting Transportation Network Carriers to Operate within the City of Peoria (Council Item #15-102 April 14, 2015 Document Attached).

Mr. Stoffer said he brought this forward for information only. He said it was a First Reading for an ordinance pertaining to taxicabs and may be first step in having businesses such as uber taxis in the city of Peoria.

In discussion with Commissioner Lott, Mr. Stoffer confirmed there were parking stands specifically for use by taxis near the downtown hotels. He said the ordinance would need to determine the allowable use of those taxi stands but that any infrastructure changes needed would be minimal.

**UNFINISHED BUSINESS**

1. **For Information Only:** UPDATE on City of Peoria Bicycle Master Plan;

Mr. Stoffer said he was in the process of reviewing the draft Bicycle Master Plan document. He said he would provide his review comments back to the consultant and then the final draft plan would come back to the Commission for input and recommendation to Council. He said there were some items in the implementation plan for immediate consideration by the Commission and other more intermediate and long term projects, as well. Having the Plan in place would help the Commission and Staff prioritize and include these designs when working on projects like Forrest Hill, he said.

Commissioner McNamara requested that more visual concepts of bike lanes and other design items be posted to the city’s web site, and Mr. Stoffer stated that the plan itself had visuals of design specifications and that Staff would add that information as a “hot button” on the web site.

Mr. Naven added that the Comprehensive Plan would need to be amended to include the Master Bicycle Plan.

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

Mr. Stoffer stated that two companies had submitted proposals for the Pay by Cell Phone Parking Service and that a selection committee selected one. He said contract negotiations with that company were under way prior to sending an agreement to Council for approval.
NEW BUSINESS

1. For Information Only: UPDATE on Recent City of Peoria Projects Under Contract:

   a. NEBRASKA AVE. BRIDGE REPLACEMENT (over Dry Run Creek) [Stark Excavating, Inc.];

   Mr. Stoffer distributed a handout on the update of these projects to all members of the Commission who were present. Regarding the Nebraska Avenue Bridge, he stated Stark Excavating had been awarded the construction contract and the estimated start date for the work was May 1, 2015. He said when the start date was known, message boards would be posted to let the public know the road would be fully closed. He said the contractor had 70 working days to construct the project.

   b. ALLEN RD/ALTA RD INTERSECTION IMPROVEMENT [R.A. Cullinan & Son, Inc. a Div. of UCM Contractors];

   Mr. Stoffer advised the Commission that this project was let for bids by the City and the contract was awarded by Council on April 14th to R.A. Cullinan & Son. He said the city’s project had just begun and staff was coordinating the road closure with IDOT’s Allen Road project in order to have minimum traffic disruptions in the area. When finished, he stated the intersection will be a roundabout with significant pedestrian improvements and a tie in to IDOT’s connection to the Rock Island Trail.

   c. UNIVERSITY STREET PROJECT (NEBRASKA TO FORREST HILL) [Illinois Civil Contractors, Inc.].

   Regarding the University Street Improvement Project, from Nebraska through the Forrest Hill intersection, Mr. Stoffer explained Illinois Civil Contractors was the low bidder. He said barricade barrels were present as construction had begun to construct the curb, sidewalk, traffic signals and mill and overlay project. The intention is for the construction to be finished by end of October, and he said a significant amount of right of way acquisition was necessary in order to widen the sidewalks to 6’ and for a greenway. He said the majority of the utility poles will be moved to back of sidewalk on each side of the road, and a flashing lights pedestrian crossing would be installed at Gift near Agatucci’s. Also, he said, the proposed speed limit reduction for this section of University would come before the Commission for review at a later date.

   Commissioner Lyons expressed concern that this section of University was graded as a “2” in the recent Pavement Condition Index and he questioned that rating.

   After a review of the PCI map, Mr. Stoffer said he didn’t think it would be graded that high, because it had deteriorated to the point that more than a surface fix was required.

   In discussion with Commissioner McNamara regarding the availability of the final data and the final condition surveys, Mr. Stoffer said he would check on bringing that to the Commission for their May meeting.

   d. Forest Hill Avenue – Sheridan Road to Knoxville Avenue.

   Mr. Stoffer updated the Commission on the project, which had recently resumed construction. He said the roadway currently had a one-way traffic pattern as the contractor worked on
sidewalk, driveway approaches and landscaping. He stated completion was anticipated by end of May, weather permitting.

**Discussion re: City Manager’s Issues Update of 9/26/14 (Page 8)**

Commissioner McNamara referred to information included in an Issues Update regarding proposed code amendments with verbiage about pedestrian-friendly requirements, and Mr. Naven said it was an example from another community (Note: Naperville, IL) that had the ordinance adopted. He said City Staff was reviewing these proposed text amendments to regulate private property development of new structures, to a multi-modal type of environment, so some of the methodology of Complete Streets but onto private property spaces. He said it was still under discussion and would go back to Zoning Commission for their recommendation and then to City Council for adoption.

**CityLink’s New North Side Transfer Facility**

CityLink Planning Administrator Joe Alexander updated the Commission regarding the proposed North Side Transfer Facility. He stated that between the next 30 to 45 days CityLink would be scheduling dates for the final public hearings on a proposed location.

**Request for Final Report re: Main and University Intersection Improvement**

Commissioner McNamara requested that a final report be compiled regarding the Main and University Intersection Improvement that could be posted to the city’s web site. He requested that it include data collection for the traffic flow, success of goals and objectives, pedestrian data, traffic counts and traffic calming information. He said he believed it was a great example of the Complete Streets philosophy and he believed a final report would answer to the continuing negative comments being said.

Mr. Stoffer said he would speak with City Engineer Scott Reeise regarding the request.

**PUBLIC COMMENT**

Advocate for Disabled Rights, Roger Sparks stated striping and handicapped parking spaces were absent on State Street and Adams by the Police Station and he questioned when handicapped parking spaces would be installed around the ballpark.

Mr. Stoffer stated they were part of the plan but the project was not complete. He said there were multiple spaces on Washington, and that the disabled parking spaces would be designated per PROWAG, so around the blockface there would need to be at least one per 25 spaces.

**Next Meeting**

The next regularly scheduled Transportation Commission meeting will be held on **Tuesday, May 19, 2015 at 3:00 p.m.**
Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:07 p.m.

_________________________________  _____________________________________________
Chairman Joe Hudson               Nick Stoffer, Traffic Engineer
rmb
TO: Patrick Urich, City Manager  
THRU: Michael Rogers, Director of Public Works  
FROM: Nicholas Stoffer, Traffic Engineer  
DATE: May 20, 2015  
SUBJECT: Restricting Parking (NO PARKING THURSDAY–SUNDAY 8PM–5AM) on SOUTH STREET between ADAMS & WASHINGTON [District 1]

The purpose of this memo is to recommend that a “NO PARKING THURSDAY–SUNDAY 8PM–5AM” zone be established on both sides of South Street, between SW Adams and SW Washington Streets. Currently, this roadway is not regulated by any parking restrictions beyond the standard restricted zones by crosswalks, fire hydrants, etc. This revision will be added, or subtracted, from Schedule “QQ” as defined in the City Code.

➤ This has been requested by the Police Department due to illicit activity stemming from the patrons at the bar on the corner of South and Washington Streets.

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 “QQ” of the City Code by the following:

• Restrict Parking (NO PARKING THURSDAY–SUNDAY 8PM–5AM) on both sides of South Street between Adams & Washington.

This part of South Street is in Council District 1.

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

c: City Council Members  
    Michael Rogers, Public Works Director  
    Sie Maroon, Asst. Director of Public Works/Supt. of Streets  
    Irv Dubois, Traffic Operations Supervisor  
    Lt. Steven Roegege, Police Department  
    Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “QQ” 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 designated as “NO PARKING 8:00PM TO 5:00AM THURSDAY – SUNDAY”: 

SOUTH ST. BETWEEN SW ADAMS ST. & SW WASHINGTON ST.

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 “QQ” 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 4/17/15
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” 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 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; 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 RESOVED 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 provide for 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, Peoria County, neighboring communities, CityLink, business, school districts, and other relevant organizations, 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 phases 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 and improved sidewalks (type) pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalks and/or curb bump outs added and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries and fatalities by mode before and after a complete street project
- Rate of children walking or bicycling to school
- ADA improvements
- Right-of-way tree plantings
- Annual survey
- Intersection level of service

Unless otherwise noted above, within twelve months of ordinance 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 ordinance. 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 Planning and Growth 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 Planning and Growth Department, and other relevant departments, agencies, or committees shall report on the annual increase or decrease for each performance measure contained in this ordinance 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