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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.

- Date Set: Tuesday, June 16th, 6:00 p.m. City Council Chambers, City Council Policy Session Regarding Funding for Road Work over the Next 5 – 10 Years
- Date Set: Tuesday, August 18, 6:00 p.m. City Council Chambers, City Council Policy Session Regarding Snow Removal on City Sidewalks

MINUTES – MAY 19, 2015 - REGULAR MEETING OF THE TRANSPORTATION COMMISSION

AGENDA ITEMS

ITEM NO. 1: Consideration of Final Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY.
A. Revised FINAL DRAFT Policy Attached for Review and Finalization.

ITEM NO. 2: Other Items of Interest to the Transportation Commissioners:
A. Receive and File the Attached TRAFFIC REGULATION Amending SCHEDULE P of the Traffic Code Lowering the Designated WEIGHT RESTRICTION to 10 TONS on NORTH MACARTHUR HIGHWAY at the Bridge located South of West Dr Martin Luther King, Jr. Drive and North of North Richard Allen Drive. [District 1]
B. Public Open House re: North Side Transfer Zone for CityLink
C. Downtown StreetScape Workshop with Caterpillar

UNFINISHED BUSINESS

NEW BUSINESS

A. Freedom of Information Act and Open Meetings Act Training for New Commissioners: Refer to http://foia.ilattorneygeneral.net/electronic_foa_training.aspx

PUBLIC COMMENT

NEXT MEETING
TUESDAY, JULY 21, 2015

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, May 19, 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 (arrived 3:33 p.m.), Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Pat McNama - 7.

Commissioners Absent: Commissioner Joe Messmore, Commissioner Randall Ray, and Commissioner Michael Vespa - 3.


ANNOUNCEMENTS

- 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

Commissioner Lyons moved to approve the Minutes of the Regular Transportation Commission Meeting held on April 21, 2015, as printed; seconded by Commissioner Adler.

Approved by unanimous viva voce vote.

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]

Mr. Stoffer outlined the proposed traffic regulation to institute No Parking Thursday through Sunday from 8:00 p.m. to 5:00 a.m. on South Street between Adams and Washington Streets. He said it had been requested by the Police Department, due to illicit activity on the street during those hours by a nearby bar’s patrons. He said it is a very narrow roadway and the
Police Department wanted to open up the street area for emergency access and make it more difficult for patrons to hide between the cars.

Commissioner Herz questioned if the issue had been discussed with the bar owner, and Mr. Stoffer stated it had not, but that there was sufficient parking in an adjacent surface lot for the bar patrons.

In discussion with Commissioner Lyons, Mr. Stoffer advised there was no residential property in the area.

Commission McNamara moved to approve the Parking Regulation Amending Schedule QQ of the Traffic Code to Restrict Parking by Instituting a NO PARKING THURSDAY – SUNDAY 8 P.M. – 5 A.M. Zone on South Street between Adams and Washington, based on the recommendation by the Police Department; seconded by Commissioner Adler.

Commissioner Lyons stated he would vote to Table the matter.

Commissioner Adler stated he had recently visited the area at 2:00 a.m., during a Police ride-along. He said the area was littered with cars, so he could understand their concerns.

The Commissioners viewed the Google Street View of this establishment and determined the area businesses all had surface parking lots.

As a result of the discussion, Commissioner Lyons withdrew his comment regarding tabling the matter.

The Motion to approve the Parking Regulation Amending Schedule QQ of the Traffic Code to Restrict Parking by Instituting a NO PARKING THURSDAY – SUNDAY 8 P.M. – 5 A.M. Zone on South Street between Adams and Washington, based on the recommendation by the Police Department, was approved by unanimous viva voce vote.

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]

Mr. Stoffer distributed a copy of the proposed Regulation Amending the Code for a 3-way Stop at the intersection of North Collett Drive and North Bodell Drive to all Commissioners who were present. He introduced Mr. Dan Gove, President of the Chapel Park Homeowners Association, who was present.

Mr. Dan Gove, Chapel Park Homeowners Association President, stated it was a small residential development with two opposing curves in the main street. He said there was a Stop sign at Bodell but no stops on Collett. He explained drivers coming out of Bodell and stopping at the “T” there can’t see around the curve, when looking left, which made it very uncomfortable, he said, particularly if a car was quickly approaching. Secondly, he said it could be very intense for the drivers backing out of their driveways within close proximity to the intersection. Therefore, he said they were requesting the addition of Stop signs on Collett to convert it to a three-way stop. He said the request had been discussed at the homeowners’ association meetings and it was universally supported.
Mr. Stoffer commented that there weren’t many 3-way Stop intersections in the city, and that they limited on-street parking for the residents who live there.

In response to Commissioner McNamara’s question about traffic accidents at this location, Mr. Gove stated there were no accidents, but many close calls.

Commissioner Lott discussed cut-through traffic, and he questioned the city’s process for notifying motorists of new Stop signs.

Mr. Stoffer said, typically, flags were placed on the new Stop signs and he sometimes used flashing temporary Stop signs. Before these Stop signs were placed, he said an evaluation would be made to determine the need for an additional Stop Sign Ahead signs, which may be needed due to the horizontal curves.

In response to Chairman Hudson’s question, Mr. Stoffer stated the posted speed limit was 25 miles per hour.

Commissioner Lott moved to approve the Traffic Regulation Amending the Traffic Code for a 3-way Stop at the Intersection of North Collett Drive and North Bodell Drive; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

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


Mr. Stoffer said the revised Draft Policy for consideration today included all previous comments for revisions and was a semi-final draft.

Commissioner McNamara referred to the National Complete Streets Coalition (NCSC) web site and he recommended that the Commission compare its final document to the criteria in the NCSC policy model’s 10 ideal elements, as follow:

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. Stoffer agreed that these were important to consider.

Commissioner Crowell arrived at 3:33 p.m.

The Commissioners devoted considerable discussion regarding the language in the Draft Resolution in support of a Complete Streets Policy for recommendation to the City Council. Attachment A to these Minutes incorporates the Commission's proposed revisions.

Mr. Stoffer stated that he would put the Policy in a Final Draft format and bring it back to the Commission at the June 16th meeting for their final approval and consideration for recommendation to City Council for adoption.

**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.

Mr. Stoffer advised the Commission of the proposed City Council Policy Session on June 16th regarding Funding for Road Work over the next Five to Ten Years.

Commissioner McNamara distributed copies of pages from the City of Peoria Community Investment Plan FY2014—FY2018, as Recommended, dated August 1, 2013 to all Commissioners who were present. He said it was important for the Commissioners to note the $86 million CIP Beyond 2018 funding needed for the future projects listed on the last page of the document.

B. **For Information Only:** Installation of “Reverse Diagonal” Parking on Fulton, Monroe and Madison Streets, Downtown Peoria.

Mr. Stoffer distributed copies of a draft concept of a parking plan for proposed Reverse Diagonal angled parking to be installed near City Hall to all Commissioners present. He noted it showed the parking to be installed on Fulton Street, to Jefferson, and Monroe and Madison to Main Street. He said it was just a matter of using semi-permanent paint stripes and that this block was a good spot for its implementation. He said staff hoped to be able to implement it soon.

In answer to Commissioner McNamara’s question about educating the public on the use of angled parking, Mr. Stoffer stated it would be done through Press Releases and signage. Also, he said city Parking Enforcement Officers would help with daily education efforts. He further explained that other communities he surveyed had parked old city vehicles in the appropriate manner in these parking areas, and the citizens just followed suit.

In further discussion, Mr. Stoffer said there were several safety benefits from reverse diagonal parking, such as pulling forward in leaving the parking space and in the ease of trunk loading from the sidewalk area.

Chairman Hudson spoke in favor of the concept, as he said many motorists were not gifted at parallel parking and he thought this would be somewhat easier.
UNFINISHED BUSINESS

None.

NEW BUSINESS

OneWater Committee Meeting

Commissioner McNamara noted the May 20th meeting of the OneWater Committee from 6:30 to 8 p.m. at ROOM.

Transportation Commission Project Action List

Commissioner McNamara suggested the return of the project action list previously followed by the Commission. He said Commissioners could submit items to Mr. Stoffer for discussion at future meetings.

Commissioner Herz suggested the use of DropBox or Google Docs for a shared area to upload items of interest to the Commissioners, and Mr. Stoffer stated he would check with the City Clerk to make sure that would not violate the Open Meetings Act.

Open Meetings Act Training

Mr. Stoffer said he believed Open Meetings Act training for the Commissioners was required and he would report back about it.

PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, June 16, 2015 at 3:00 p.m.

Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:50 p.m.

_________________________________   _________________________
Chairman Joe Hudson                 Nick Stoffer, Traffic Engineer
rmb
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 should reduce 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, encouraging non-motorized modes of transportation may help the Peoria area to avoid becoming an ozone nonattainment area, which could result in an estimated $10M to $40M per year in additional costs to local government, local businesses, and citizens due to higher cost gasoline, vehicle inspections and restrictions on industry and construction; 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 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 provide for 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, as described by City of Peoria Zoning Code, and applicable building codes and ADA requirements.

(c) The City shall foster partnerships with the State of Illinois, Peoria County, neighboring communities, CityLink, businesses, school districts, and Tri-County Regional Planning Commission 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, and 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 is 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 following items do not require documentation, due to their functions in making the roadways serviceable: 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).

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 first City Council meeting after the end of February of the each 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 or improved
- Linear feet of new and improved sidewalks [type]
- Number of new curb ramps installed along city streets
- Crosswalks and/or curb bump outs added
- Percentage of ADA transit stops accessible via sidewalks and curb ramps
- Rate Report of crashes, injuries and fatalities by mode before and after a complete street project
- Rate of children walking or bicycling to school
- ADA improvements
- Number of Right-of-way tree plantings
- Annual surveys of citizen responses to Complete Streets

Unless otherwise noted above, within twelve months of ordinance 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 ordinance 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 Planning and Growth 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 Planning and Growth/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 ordinance 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
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 should reduce 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, encouraging non-motorized modes of transportation may help the Peoria area to avoid becoming an ozone nonattainment area, which could result in an estimated $10M to $40 per year in additional costs to local government, local businesses, and citizens due to higher cost gasoline, vehicle inspections and restrictions on industry and construction; 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 RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS

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

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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 the safety and convenience of all users of the transportation system, 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 facilities shall adhere to this policy, as described by City of Peoria Zoning Code, and applicable building codes and ADA requirements.

(c) The City shall foster partnerships with the State of Illinois, Peoria County, neighboring communities, CityLink, businesses, school districts, and Tri-County Regional Planning Commission 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 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, and operation and maintenance.

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 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 is inappropriate because it would be contrary to public safety; or

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

The following items do not require documentation, due to their functions in making the roadways serviceable: 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).

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 first City Council meeting of February of each 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 or improved
- Linear feet of new and improved sidewalks
- Number of new curb ramps installed along city streets
- Crosswalks and/or curb bump outs added
- Percentage of ADA transit stops accessible via sidewalks and curb ramps
- Report of crashes, injuries and fatalities by mode before and after a complete street project
- Number of Right-of-way tree plantings
- Annual surveys of citizen responses to Complete Streets

Unless otherwise noted above, within twelve months of policy adoption, the City shall create individual 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 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
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: June 3, 2015

SUBJECT: Truck Weight Restriction: MacArthur Bridge (10 TONS)

The purpose of this memo is to recommend changing the posting for a weight restriction for a bridge within the City of Peoria. These revisions will be added or subtracted from Schedule “P” as defined in the City Code.

- The Illinois Department of Transportation has reevaluated the structural rating of the MacArthur Highway Bridge located South of W. Dr. Martin Luther King Jr. Dr. and North of N. Richard Allen Dr. IDOT has lowered the required posting from 14 TONS to 10 TONS, due to continual deterioration of the structure.

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 “P” of the City Code by the following:

- Install “WEIGHT LIMIT 10 TONS” signs on N. MacArthur Hwy. at the locations where the existing signs are leading up to the bridge, making this a 10 TON weight restricted bridge.

This roadway section is in Council District 1. IDOT is requiring the lowering of the weight limit due to the continual deterioration of the structure.

A replacement for this structure is currently being designed by the city’s consultant, Infrastructure Engineering, Inc., with construction planned in fiscal year 2017. If you have any questions, please call.

c: City Council Members
   Michael Rogers, Public Works Director
   Scott Reeise, Asst Director of PW / City Engineer
   Sie Maroon, Asst Director of PW / Supt of Operations
   Irv Dubois, Traffic Operations Supervisor
   Lt. Steven Roegge, Police Department
   Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “P” 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 roadway, at the limits indicated, are hereby designated as “WEIGHT RESTRICTION 10 TONS”:

North MacArthur Highway at the bridge located South of West Dr.
Martin Luther King, Jr. Drive and North of North Richard Allen 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 “P” of the Traffic Code.

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

DATE: ________________________

APPROVED: ________________________

ATTEST:

____________________________
City Manager

____________________________
City Clerk

EXAMINED AND APPROVED:

____________________________
Corporation Counsel

Prepared 6/3/15