CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, OCTOBER 21, 2014

3:00 PM – 4:30 PM

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

CITY OF PEORIA – 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.

MINUTES – SEPTEMBER 16, 2014 REGULAR MEETING

AGENDA ITEMS

ITEM NO. 1 DISCUSSION Regarding City Council’s Adoption of Ordinance #17,150 RENAMING and REDEFINING the TRANSPORTATION COMMISSION.
• Traffic Engineer Nick Stoffer

ITEM NO. 2 DISCUSSION Regarding USE BY UTILITIES OF THE PUBLIC RIGHT-OF-WAY UNDER PERMITS.
• Right of Way and Permits Engineer Ken Andrejasich

ITEM NO. 3 Other Items of Interest to the Transportation Commissioners:
A. Overview of the October 16th Public Meeting regarding the Allen Road/Alta Road Intersection Improvements. See http://www.peoriagov.org/public-works/ for the Meeting Presentation Document.
   a. Traffic Engineer Nick Stoffer
C. Discussion of Residential Speed Limits

UNFINISHED BUSINESS

1. REPORT BACK with SPEED STUDY and Recommendation of Proposed Traffic Regulations:
• A Regulation Amending Schedule S of the Traffic Code to Establish a SPEED LIMIT REDUCTION on SW/NE Washington Street from Liberty to Persimmon.

2. REPORT BACK on SIDEWALK SNOW SHOVELING Requirements by Peoria’s Aspirational Cities.

NEW BUSINESS

PUBLIC COMMENT
NEXT MEETING
TUESDAY, NOVEMBER 18, 2014

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

SEPTEMBER 16, 2014

A Regular Meeting of the City of Peoria’s Traffic Commission convened at 3:00 p.m. on Tuesday, September 16, 2014, 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 Traffic Commission Members in attendance:

**Commissioners Present:** Commissioner John Haverhals, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Pat McNamara, Commissioner Joe Messmore, Commissioner Stephen Van Winkle and Commissioner Michael Vespa – 7.

**Commissioners Absent:** Commissioner Mary Jane Crowell and Commissioner James Wolfe – 2.

Others in attendance included Traffic Engineer Nick Stoffer; City Engineer Scott Reese; Advocate for Disabled Rights Roger Sparks; Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander, Public Works Administrative Services Manager Vikki Hibberd; and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS

**Code Amendment Renaming and Redefining the Traffic Commission**

Mr. Stoffer announced that a Council Communication was forwarded to City Council for a First Reading at their September 23, 2014 meeting. He said he understood it would need three readings, as it was an ordinance amending the Code.

MINUTES

Commissioner Van Winkle moved to approve the Minutes of the Regular Traffic Commission Meeting held on August 19, 2014; seconded by Commissioner Lott.

Approved by viva voce vote.

**ITEM NO. 1 CONSIDERATION of Snow Removal and Ice Control Policy With RECOMMENDATION to City Council For Snow Route Violation Fine.**

- Powerpoint Presentation - City Council – Sept. 9 2014
- City Code Sections 28-386—28-392 Pertaining to Parking and Snow Routes
- City Council Minutes – Sept. 9 2014

Mr. Stoffer gave an overview of the Council presentation regarding Snow Removal and Ice Control Policy to the Traffic Commissioners.
During discussion, Mr. Stoffer stated the City planned to use brine treatments on the streets in an effort to lower salt usage by 50%. However, he said hills and intersections would continue to be treated with salt.

Mr. Stoffer discussed the process of enacting an Emergency Snow Route Parking Ban. He said it is automatically enacted after 2" accumulation and usually lasts through 48 hours from the time the snow stops. On non-emergency Snow Routes, he said the parking ban isn't used very often, but it can be enacted for part or all of the City. He said the public is notified of parking bans through news releases or reverse 911.

Mr. Stoffer stated the current parking violation fine for Snow Routes is $200.00, which raises to $300 if the ticket is unpaid after 30 days. He explained that the Police Department was hesitant to issue such costly tickets so they spent a lot of effort to try to get people to move their cars. Only 36 tickets were collected the previous year, he noted. He said that in order to make the tickets more effective to discourage parking on the emergency snow routes that staff recommended lowering the fine to $50, but to allow tickets to be issued every 24 hours for the same offense.

There was a discussion regarding the proposal to merge the parking enforcement and meter collection technicians from the Police and Public Works Departments to have them perform both functions. Mr. Stoffer explained one position would be a supervisor with five positions reporting to him and those staff would enforce the Emergency Snow Route Parking Ban during heavy snow events. He said all of the equipment would transfer over and the departmental relationships would remain.

In discussion with Commissioner Lott, Mr. Stoffer stated that, during a snow storm, working with residents to clear the streets so it can be plowed during a Snow Route Parking Ban would be the technicians' only role. He said their normal work day is 7:30 a.m. until 4:30 p.m.

Since last year's ticket revenue was $7300 for 36 tickets, Mr. Stoffer stated 150 tickets at the proposed lower price of $50 would have to be written to capture that amount. However, he said more enforcement was essential.

Commissioner Haverhals stated lowering the parking fine to $50 was reasonable, though he thought any cars parked in the middle of the street should be towed.

Commissioner Lott moved to recommend to the City Council the Traffic Commission's support of lowering the Emergency Snow Route Parking fines to $50.00 per occurrence and of utilizing Parking Meter Technicians to perform Snow Route Parking Enforcement during snow events; seconded by Commissioner Haverhals.

Approved by viva voce vote.

Discussion Regarding Requiring Property Owners to Shovel Sidewalks

Mr. Stoffer outlined the recent policy discussion with the City Council regarding the requirement for property owners to clear sidewalks after snow events. He said the matter was brought up the previous winter as snow covered sidewalks again caused people to walk in the street.
Commissioner McNamara questioned if enforcement policies of other communities was known, and Mr. Stoffer stated staff had not done that research. Commissioner McNamara said more information was needed before Peoria could actually require shoveling to be done.

Commissioner Haverhals said he thought the city of Peoria had been very lax about getting snow cleared off the sidewalks. He said he thought it would be reasonable to have an ordinance with enforcement but which would include announced days of leniency during zero degree weather when shoveling was not feasible. He said he had followed the issue for many years and there was always the fear of someone getting sued. Also, he said he thought most sidewalks on snow routes were curbline walks, which were not easy to clear. He said he also would be interested to learn how the matter was handled by some of the cities farther north of Peoria.

In discussion with Commissioner Lott, Mr. Stoffer said the only statement currently in the City Code was that it is the property owner's responsibility to maintain the right-of-way.

Commissioner Lott stated he thought some citizens don't know it is their responsibility to shovel, so it made sense to have a public educational item, just for information that lets people know it's their responsibility. He questioned if citizens could be ticketed for not mowing their property why couldn't they be ticketed for not shoveling. He said he was not in favor of having an enforcement ordinance.

Commissioner Van Winkle said during snow events that are very close together it is difficult to keep them cleared, because the sidewalks get covered up again. He said he thought the major streets in town, and not the residential areas, caused the biggest problem for pedestrians because that is where one doesn't want citizens walking in the street. He said he was hesitant to pursue an ordinance if it was not enforced in a significant way.

Commissioner Vespa stated there were some legal statutes that protected property owners, to some degree.

Chairman Hudson said he agreed that any ordinance requiring snow removal would be difficult and costly to enforce.

Commissioner Messmore suggested the policy be based on snow route designations.

In further discussion with Mr. Stoffer regarding the new tool, called Next Door, being used by neighborhood groups which allows neighbors to contact others in their neighborhood, Ms. Hibberd stated the City of Peoria also uses it to forward news releases.

**ITEM NO. 2** CONSIDERATION of a RECOMMENDATION to the City Council Through the Downtown Advisory Commission of the Proposal to Convert One-Way Travel to Two-Way Travel on Jefferson and Adams between Walnut and Persimmon.

City Engineer Scott Reeise gave an overview of the Warehouse District construction project. He said that, during the construction, Adams and Jefferson between Walnut and Persimmon had been converted to two-way travel. Of the two roadways Adams was more heavily used. Jefferson didn't see as much traffic in the opposite direction, but he said it didn't make sense to make only one of them two-way. He said the ultimate goal was to make the entire 3.5 mile stretch of both Adams and Jefferson, from Camblin to Western, two-way travel, but now is the opportunity for a decision from Walnut to Persimmon, since this area is being prepped for
overlay followed by striping. He further explained the entire area was being studied and a scope of work had been defined to present at public meetings. However, the question was if it made sense converting a 6-block strip now, or should staff wait for the entire study to be completed to make the entire corridor two-way.

In discussion with Commissioner McNamara, Mr. Stoffer explained the Traffic Commission’s recommendation should be made to the Downtown Advisory Commission, first, because they were focused on downtown matters. The Downtown Advisory Commission would then make a recommendation to the City Council.

Commissioner Van Winkle questioned the advantages of leaving the traffic two-way after construction which wouldn’t occur with a one-way pattern, and Mr. Reese explained that a majority of that portion of Adams included business development. As a specific example, he said the owners of the new restaurant, Sugar, had been very supportive of the two-way traffic for ease of use for their business and that the parking that was placed on both sides of Adams was heavily used.

Mr. Reese explained that, moving forward, their recommended traffic pattern would include three-lanes with one lane in each direction, a bike lane on each side and a center bi-directional turn lane. He said bike lanes had to be included on Adams and Jefferson because that was part of the TIGER grant for that construction.

Mr. Reese and Mr. Stoffer stated the cost to convert the entire 3.5 mile stretch was unknown, but that the Adams/Jefferson, Walnut to Persimmon area could be done pretty readily and then expanded to other termini. They said the matter would come before the City Council for decision.

Commissioner Van Winkle said he did not favor having a two-lane roadway without a turn lane because it’s sluggish. Further, he said service deliveries could disrupt things and block the bike lanes especially since it is inconsistent with the rest of the area.

Mr. Stoffer said, in the area with parking on the street, there could be designated loading zones to bring service deliveries off the street.

In discussion with Commissioner Haverhals, Mr. Reese said he understood the change could be confusing, because it was a change of a pattern that was there for 50 years and drivers weren’t paying attention to the lines. However, he said the highest use of Jefferson as two-way was during a chief’s game and all of the on-street parking was taken with people parked on both sides of the street heading both directions.

Commissioner Messmore stated his former place of business was near the corner of Maple and Adams and the two-way traffic seemed beneficial for the area, but he said it was not congested with Washington being open either. He said Northeast Adams could get pretty backed up. He questioned whether the traffic signals would all be reinstalled.

Mr. Reese stated there were no plans to add the signals back at Persimmon, but they would be installed at State and Adams, Oak and Adams, and Oak and Jefferson. He said the infrastructure was there to accommodate a two-way configuration.

Commissioner Messmore said he thought a short test of the two-way traffic might be worth the effort to give it an incubator to see if it was a tool for development.
Commissioner Van Winkle said he had often observed the 300 block of Main Street as one block downtown that was maintained with two-way traffic, but it did not have a lot of stability. He said he thought it took more than a one-way or two-way environment on whether or not businesses will thrive.

Commissioner Haverhals said, on that stretch of Jefferson, there were some businesses but they didn’t seem to be very high traffic.

Mr. Reese agreed that stretch of Jefferson was more of a suburbanized development and he said the most development interest was being seen on Adams and Washington. This time next year, he said one could expect the District to be much different.

The Commissioners gave no formal recommendation for the conversion, but directed that the Minutes of the meeting be forwarded to the Downtown Advisory Commission.

**ITEM NO. 3  Review and Recommendation of Proposed Traffic Regulations:**
- A Regulation Amending Schedule U of the Traffic Code to Amend and Supersede Traffic Reg Order #TR-08-480-U Regarding EMERGENCY SNOW ROUTES;

Mr. Stoffer explained that the last time the Snow Routes were updated was in 2008 under Traffic Regulation #TR-08-480-U attached to the agenda. He said a Snow Route had to be listed in this Schedule to be official and it was then posted and could be enforced for No Parking, during a snow event. He said the attached Regulation Amending Schedule U of the Traffic Code updates it to the current snow routes.

In discussion with Commissioner Lott, Mr. Stoffer stated the intention was that no property should be more than one-quarter mile from a snow route. He said because of school closures, there had been more school snow routes removed than had been added. He said some streets had been added in the north end of Peoria due to new construction.

Commissioner Lott moved that the Traffic Commission concur in the recommendation to the City Manager for the approval of the Regulation Amending Schedule U of the Traffic Code to Amend and Supersede Traffic Regulation Order #TR-08-480-U Regarding EMERGENCY SNOW ROUTES; seconded by Commissioner Messmore.

Approved by viva voce vote.

- A Regulation Amending Schedule MM of the Traffic Code to Establish a SCHOOL SPEED ZONE on North Granite Street from W. Sesame Street to W. Hickory Grove Road;

Mr. Stoffer explained this Regulation was to add a School Speed Zone to Granite Street due to the construction of Dunlap’s Hickory Grove Elementary School.

In discussion with Commissioner Haverhals, Mr. Stoffer stated lowering the speed limit to a 20 mph school zone was standard policy in the Vehicular Code.

Commissioner Van Winkle moved that the Traffic Commission concur in the recommendation to the City Manager for the approval of the Regulation Amending Schedule MM of the Traffic Code
to Establish a SCHOOL SPEED ZONE on North Granite Street from W. Sesame Street to W. Hickory Grove Road; seconded by Commissioner McNamara.

Approved by viva voce vote.

- A Regulation Amending Schedule S of the Traffic Code to Establish a SPEED LIMIT REDUCTION on SW/NE Washington Street from Liberty to Persimmon.

Mr. Stoffer explained that all of the 30 mph speed limit signs had been removed during the construction in this area and it was proposed to lower the speed limit to 25 mph in conjunction with replacing the speed limit signs, due to the parking and congestion in the area. He also said the Police Department had requested it since there were no signs posted and they couldn't enforce the limit.

As a result of the discussion, the Commissioners directed Mr. Stoffer to perform a speed study for their review. Without the study, they said they couldn't support the Regulation.

Mr. Stoffer stated he would have the data for review at the next Traffic Commission meeting.

**ITEM NO. 4 Other Items of Interest to the Traffic Commissioners.**

Requests for Reports Back:

1) City of Peoria 2014-2015 Budget – Status of CIP Projects
2) Late Fines to Utilities, i.e., IAWC/Willow Knolls Road, for Extended Lane Closures

**UNFINISHED BUSINESS**

**Engineering Project Updates**

In discussion with Commissioner McNamara, City Engineer Scott Reese stated he would provide copies to the Traffic Commission of the quarterly capital projects construction budget reports prepared by the Engineering Division. He said the most updates would appear quarterly.

**Main and University Intersection Improvements**

Commissioner McNamara inquired as to the status of the post-student return traffic study, and Mr. Stoffer advised the City would hire a consultant to perform the work.

Commissioner Haverhals commented that, at Columbia Terrace, it seemed that half of the cars on University were turning right onto Columbia Terrace, and Mr. Stoffer said Staff was monitoring that situation.

Commissioner Van Winkle said the right-turn traffic westbound on Main Street to Underhill was rather heavy.
NEW BUSINESS

Orange Prairie Road – Route 91 Designation

In discussion with Commissioner Van Winkle, Mr. Reese stated the new Orange Prairie Road extension would not be designed as Illinois Route 91, since the City did not follow IDOT's BDE rules. He said the City desired a median with trees as part of the project and IDOT would not accept that design. He said the Route 91 designation would be placed at Grange Hall Road. Further, he said the City would have winter maintenance on the Orange Prairie Road extension and Alta Lane, but not on Route 91.

Pedestrian Light Signals in the Warehouse District

In discussion with Mr. Sparks, Mr. Reese explained that, unless the pedestrian traffic met the appropriate warrant numbers, the new traffic signals placed as part of the construction would use marked crosswalks, only, and not lighted pedestrian signals.

PUBLIC COMMENT

Advocate for Disabled Rights Roger Sparks made several comments regarding the items discussed at the meeting. Regarding clearing the public sidewalks of snow, he expressed concern about the need to clear the streets but the plows push the snow up on the curb cuts. Regarding the new street lights in the Warehouse District, Mr. Sparks stated he preferred pedestrian-activated crosswalk lights on the traffic signals.

Mr. Sparks expressed concern about street closures affecting CityLink's bus stops during the Taste of Peoria and, also, he requested that the speed limit on Wisconsin south of War Memorial Drive be lowered to 25 mph.

The Commissioners thanked Mr. Sparks for his comments.

Next Meeting

The next regularly scheduled Traffic Commission meeting will be held on Tuesday, October 21, 2014 at 3:00 p.m.

Adjournment

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

Approved by viva voce vote.

The Traffic Commission meeting adjourned at 4:38 p.m.

Chairman Joe Hudson
Nick Stoffer, Traffic Engineer
AGENDA ITEM NO. 1
PETITIONS, REMONSTRANCES & COMMUNICATIONS – CITY OF PEORIA

CONSENT AGENDA ITEMS BY OMNIBUS VOTE, with Recommendations as Outlined:

(14-401) Communication from the City Manager and the Police Chief for the SOLE SOURCE PURCHASE of Forty-Five (45) CF-31 Panasonic Toughbook Laptop Computers for Use in the Police Squad Cars from CDS OFFICE TECHNOLOGIES, in the Amount of $172,575.00, from Approved Capital Improvement Plan Funds. (CDS Office Technologies holds the statewide computer master contract.)

(14-402) Communication from the City Manager and the Community Development Director with a Request to Approve a FAÇADE IMPROVEMENT PROGRAM Grant for 1032-1034 S. WESTERN AVENUE, in the Amount of $3,900.00. (District 1)

(14-403) Communication from the City Manager and the Community Development Director to Approve the LOW BID of SHERWIN-WILLIAMS COMPANY as the Paint Supplier for the 2014-2015 EXTERIOR PAINT PROGRAM as a Part of the First Council District Housing Solutions Program.

(14-404) Communication from the City Manager and Director of Public Works with a Request to Approve the Selection Process and Authorization for Staff to Enter into an ENGINEERING AGREEMENT with TERRA ENGINEERING LTD, in an Amount Not to Exceed $15,000.00, for Engineering Services for the Preliminary Design and 319 Grant Application for the GREEN PARKING LOTS PROJECT. [District 2]

(14-405) Communication from City Manager and Director of Public Works with a Request to Approve a LETTER OF COMMITMENT with the ILLINOIS DEPARTMENT OF TRANSPORTATION Regarding Future Maintenance Responsibilities for the Planned Interchange of ILLINOIS ROUTE 6 and PIONEER PARKWAY, Extended. [District 5]

(14-406) Communication from the City Manager and the Finance Director/Comptroller and Community Development Director with a Request to ADOPT ORDINANCE NO. 17,148 AMENDING the City of Peoria Budget for Fiscal Year 2014 Relating to the 2014 CDBG, HOME and ESG BUDGETS to Reflect the Actual 2014 Allocation from the United States Department of Housing and Urban Development and the Reallocation of remaining funds from completed projects and the allocation of program income.

(14-381) Communication from the City Manager and the Corporation Counsel with a Request to ADOPT ORDINANCE NO. 17,149 Repealing Division 2 of Article VI of CHAPTER 20 of the CODE of the City of Peoria Regarding CONCEALABLE DEADLY WEAPONS.

(14-393) Communication from the City Manager and Director of Public Works with a Request to ADOPT ORDINANCE NO. 17,150 Amending CHAPTER 28 of the CODE of the City of Peoria Renaming and Defining the CITY TRAFFIC COMMISSION.
(14-407) Communication from the City Manager and Finance Director/Comptroller with a Request to ADOPT an ORDINANCE Amending the City of Peoria CAPITAL FUND BUDGET for Fiscal Year 2014 Relating to a GRANT from the ILLINOIS HOUSING DEVELOPMENT AUTHORITY for the ABANDONED RESIDENTIAL PROPERTY MUNICIPALITY RELIEF FUND (APP), in the Amount of $75,000.00.

(14-408) Communication from the City Manager and Finance Director/Comptroller with a Request to ADOPT ORDINANCE NO. 17,151 Amending the City of Peoria CAPITAL FUND BUDGET for Fiscal Year 2014 Relating to a GRANT from the ILLINOIS HOUSING DEVELOPMENT AUTHORITY for the TRUST FUND EMERGENCY REPAIR PROGRAM, in the amount of $217,350.00.

(14-409) APPOINTMENT by Mayor Ardis to the EAST VILLAGE GROWTH CELL ADVISORY COMMITTEE with a Request to Concur:

    Mr. Eric Setter (Voting)

(14-410) APPOINTMENT by Mayor Ardis to the SISTER CITY COMMISSION with a Request to Concur:

    Mr. Jeff Boss (Voting) – Term Expiration June 30, 2015

(14-411) REPORT from the CITY TREASURER PATRICK A. NICHTING for the MONTH of AUGUST 2014, with Request to Receive and File.

Mayor Ardis questioned if the Council wished to have any of the Consent Agenda items removed for further discussion.

Council Member Moore requested Item Nos. 14-402, 14-403, and 14-407 be removed from the Consent Agenda for further discussion.

Council Member Riggenbach moved to approve the Consent Agenda items as outlined in the Council Communications; seconded by Council Member Montelongo.

Item Nos. 14-381, 14-393, and 14-401 through 14-411 (excluding Item Nos. 14-402, 14-403 and 14-407, which were removed for further discussion) were approved by roll call vote under the Omnibus Vote Designation.

Yea: Akeson, Grayeb, Jensen, Johnson, Montelongo, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis – 11;

Nays: None.

(14-402) Communication from the City Manager and the Community Development Director with a Request to Approve a FAÇADE IMPROVEMENT PROGRAM Grant for 1032-1034 S. WESTERN AVENUE, in the Amount of $3,900.00. (District 1)

Following a brief comment, Council Member Moore moved to approve the Façade Improvement Program Grant for 1032-1034 S. Western, in the amount of $3,900.00; seconded by Council Member Turner.
City of Peoria

Council Communication

Agenda Date: 10/14/2014

File #: 14-393, Version: 1

ACTION REQUESTED:
Communication From the City Manager and Director of Public Works With a Request to ADOPT an ORDINANCE Amending CHAPTER 28 of the CODE of the City of Peoria Renaming and Defining the CITY TRAFFIC COMMISSION.

BACKGROUND: Over the past few years, the City of Peoria has changed its focus on roadway use to incorporate not just motor vehicles, but all users of the roadway, with a desire to become more pedestrian and bicycle friendly. By using Complete Street concepts that are now available, with proper planning, the quality of life in our city will be strengthened, along with encouraging future growth, vitality, and roadway safety and healthy behaviors.

In order for the City's Traffic Commission to help guide these changing attitudes toward the use of the roadway and the future of the city's transportation needs, the Commission's role needs to be redefined. City staff reviewed the existing city code concerning the commission, as well as investigated other City's codes, to draft amended language concerning the commission. After drafting the language, Staff met twice with the Traffic Commission to revise and finalize the proposed code amendments.

Some of the changes proposed to the City Code include:
- Changing the name Traffic Commission to Transportation Commission, to highlight the expanded role for all transportation matters.
- Increasing the membership from 9 to 11 Commissioners, to allow for a broader base of experience.
- Targeting members from all areas of the City, as well as various expertise and experiences, to expand the overall views of the commission to serve the entire community.
- Specify the Commission's areas of concern, and duties, to help focus the Commission in their expanded role.

The attached proposed ordinance changes have been reviewed by the City Traffic Commission and the Legal Department. These changes will allow the Commission to have an expanded role in the City's transportation concerns as we look at all of the users of the roadway system.

FINANCIAL IMPACT: Expenses for the operation and conduct of the affairs of the commission would need to be paid by a separate transportation commission line item in the city budget or where appropriate from specific budgeted projects. These expenses would include training materials, training by transportation experts and travel expenses to visit cities with new transportation concepts. Recommended budget would be $5,000 annually.

NEIGHBORHOOD CONCERNS: The Commission's expanded role will include making recommendations and proposals concerning transportation concerns within neighborhoods, as well as promoting transportation safety throughout the City.
IMPACT IF APPROVED: The Traffic Commission will become the Transportation Commission and will have an expanded role in the transportation issues in the City.

IMPACT IF DENIED: The ordinance language will remain as written and the Traffic Commission will continue as before.

ALTERNATIVES: NA

EEO CERTIFICATION NUMBER: NA

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

1. Financially Sound City Government, Effective City Organization
2. Attractive Neighborhoods with Character: Safe and Livable
3. Vibrant Downtown: Riverfront/ Central Business District/ Warehouse District

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

1. Invest in our infrastructure and transportation.
2. Have an efficient government.

DEPARTMENT: Public Works
ORDINANCE NO. 17.150

AN ORDINANCE AMENDING CHAPTER 28 OF THE CODE OF THE CITY OF PEORIA PERTAINING TO THE TRAFFIC COMMISSION

WHEREAS, the City of Peoria is a home rule unit of government pursuant to Article VII, Section 6 of the Constitution of the State of Illinois 1970, and may exercise any power and perform any function pertaining to its government and affairs;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS AS FOLLOWS:

SECTION 1. Chapter 28 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words:

Sec. 28-61. Creation and purpose.

The traffic Transportation Commission of the city is hereby created for the purpose of studying and surveying all matters pertaining to pedestrian and vehicular transportation in the City of Peoria, and to make recommendations and proposals to the City Council and the City Administration. Transportation shall include pedestrians, bicycles, vehicles and mass transit systems, as well as the movement of freight, and shall promote Complete Streets concepts within the city. The commission shall also assist and advise concerning transportation items contained in the annual Community Investment Plan (CIP) and other matters relating to safe and efficient transportation, maintain an educational program and campaign for better highway traffic safety and traffic law compliance by the public.

Sec. 28-62. Membership.

The traffic Transportation Commission shall consist of eleven (11) nine voting members, appointed by the mayor and approved by the City Council. The terms of the commissioners shall be three years in accordance with the terms set forth in section 2-162 of the Code; however, initial appointments will be made to stagger the terms as follows: three members shall be appointed for a one-year term; three members will be appointed for a two-year term and three members will be appointed for a three-year term. The mayor shall select a member to serve as the chairman on an annual basis, with the approval of the council. Said membership shall include the following:

(a) At least four (4) of said members shall have professional expertise in the various facets of the duties of the commission, by virtue of their training and/or employment. Said areas of expertise shall include, but are not necessarily limited to: engineering, the law, transportation operations, mass transit, marketing, financing, environmental management and safety.

(b) At least two (2) of said members shall have demonstrated interest in pedestrian or bicycle issues through professional expertise or participation in various civic organizations, clubs or committees/boards/commissions that have a pedestrian or bicycle focus.
(c) At least four (4) of said members shall represent broad social and geographical components of the City of Peoria. Said representation may include, but not necessarily be limited to students, retired persons, disabled, homemakers and the business community.

(d) Voting members of the Traffic Commission shall be residents of the City of Peoria and at least one (1) of said members shall represent each Council District by residential address.

Sec. 28-63. Meetings.

The traffic Transportation Commission shall meet at least once each month and at the call of the chairman of the commission or upon the written request of at least five members of the commission delivered to the chairman.

Sec. 28-64. Chairman; secretary; other officers.

(a) The Chairman of the traffic Transportation Commission shall be elected by the members for a term of one year, annually, beginning November 1, 1974.

(b) A Vice-chairman and such other officers as the commission may deem necessary may be elected for terms running concurrently with that of the chairman.

(c) The Secretary of the Commission shall be the traffic engineer of the city and shall maintain all records of the traffic Transportation commission.

Sec. 28-65. Rules of order and procedure.

(a) The traffic Transportation Commission shall adopt such rules of order and procedure as it deems advisable and necessary. No rule of the traffic Transportation Commission concerning its order of business or procedure shall be effective until a copy thereof is placed on file with the city clerk.

(b) Absent any rules to the contrary, Robert's Rules of Order, as revised from time to time, shall control the conduct and order of the meetings of the Transportation Commission and its members.

Sec. 28-66. Areas of Concern.

The basic areas of concern of the Transportation Commission shall consist of the following:

(a) Streets and highways within the City of Peoria, which shall include city streets, county roads, state and federal highways, recreational drives, bridges and grade separations.

(b) Mass transportation, which shall include buses, taxis, trains, and such other forms as may be developed or proposed.
(c) Pedestrianways, which shall include sidewalks, grade separations, shopping areas, and recreational pathways.

(d) Bikeways, which shall include on- and off-street routes for commuting and recreational use.

(e) Multi-use trails, which shall include off-street trails for non-motorized uses, such as pedestrians and bicycles.

(f) Materials handling and movement of freight, which shall include truck routes, train and truck terminals, and airport access.

(g) Transportation policies and practices, such as Complete Streets concepts.

(h) Safety programs, which shall include promoting mass transportation, bicycle use and walking.

(i) On-street parking and city owned parking facilities.

Sec. 28-67 Powers and duties.

With regard to the above areas of concern, the transportation commission shall serve in an advisory capacity to the City Council and City staff regarding the following:

(a) To prepare, review, and recommend comprehensive plans based upon adopted goals and strategies, as directed by the City Council.

(b) To coordinate with other local, regional, state and national agencies and private transportation organizations, such as Peoria Pekin Urbanized Area Transportation Study (PPUATS), Illinois Department of Transportation (IDOT), Peoria Park District, and Peoria County in the adoption of goals and strategies in the city and surrounding area, and in reviewing or proposing specific projects or programs.

(c) To review, suggest and coordinate policies, programs, and marketing proposals and strategies for pedestrian and bicycle facilities, including, but not limited to: bicycle routes, multi-use trails, bicycle parking, the sidewalk network, and school walk routes.

(d) To conduct public hearings on proposed policies and plans when considered necessary by the commission, the city council, or as required by city, state, or federal law or regulation, except where a hearing on the same subject is planned or required to be conducted by another body and where the commission finds that said hearing will be an unnecessary duplication.
(e) To encourage a program to disseminate information regarding transportation programs, problems, policies or goals to the citizens of Peoria.

Sec. 28-68 City Council referrals.

All transportation matters coming directly to the City Council may be referred by the City Council to the Transportation Commission for consideration.

All referrals to the Transportation Commission shall specify the date and source of the transportation matter, whether from staff or private citizens.

After consideration by the Transportation Commission, the transportation matter shall be forwarded to the City Council for final consideration, evaluation, and determination and/or adoption.

Sec. 28-69 Assistance and cooperation from city officials

All Departments of the City under the direction of the City Manager, and other officers and agencies of the City shall assist and cooperate with the Commission and, upon request of the commission, shall furnish information, advice, and access to facilities respecting subject matters as the commission may reasonably require in order to fulfill its functions as set forth herein. The City shall provide clerical services to the Commission where possible.

In the conduct of the work of the commission, it is anticipated that certain City employees will be required to advise and otherwise support the activities of the commission in carrying out the obligations as provided herein.

Expenses for the operation and conduct of the affairs of the commission shall be paid from separate transportation commission line item in the city budget or where appropriate from specific budgeted projects.

Sec. 28-70 Code review and revision.

The Transportation Commission shall review sections 28-61 through 28-80 of the City Code periodically and make such recommendations as to its revision to the City Council.

***

SECTION 2. This Ordinance shall be in effect 10 (ten) days after its passage and publication in pamphlet form.

PASSED BY THE CITY COUNCIL, OF THE CITY OF PEORIA, ILLINOIS this

14th day of OCTOBER 2014.

APPROVED:

[Signature]
Mayor
ATTEST:
Beth Rea
City Clerk

EXAMINED AND APPROVED:

Donald P. Liebl
Corporation Counsel
UNFINISHED BUSINESS

NO. 1
CITY OF PEORIA

SPOT SPEED STUDY (RADAR METER) FOR
WASHINGTON ST (BETWEEN PERSIMMON & LIBERTY)

POSTED SPEED: 35 mph

WEATHER: Sunny 70°  BY: BRW  DATE: Tuesday, 9/23/14

<table>
<thead>
<tr>
<th>TIME OF DAY</th>
<th>50th PERCENTILE</th>
<th>85th PERCENTILE</th>
<th>TOTAL VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM - Northbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:15am - 10:15am</td>
<td>28.5 mph</td>
<td>32.8 mph</td>
<td>150</td>
</tr>
<tr>
<td>AM - Southbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:15am - 10:15am</td>
<td>26.5 mph</td>
<td>29.9 mph</td>
<td>134</td>
</tr>
<tr>
<td>AM - Northbound &amp; Southbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:15am - 10:15am</td>
<td>27.3 mph</td>
<td>31.8 mph</td>
<td>284</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME OF DAY</th>
<th>50th PERCENTILE</th>
<th>85th PERCENTILE</th>
<th>TOTAL VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM - Northbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:15pm - 3:15pm</td>
<td>27.4 mph</td>
<td>31.5 mph</td>
<td>178</td>
</tr>
<tr>
<td>PM - Southbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:15pm - 3:15pm</td>
<td>26.7 mph</td>
<td>30.3 mph</td>
<td>169</td>
</tr>
<tr>
<td>PM - Northbound &amp; Southbound</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:15pm - 3:15pm</td>
<td>27.0 mph</td>
<td>31.0 mph</td>
<td>347</td>
</tr>
</tbody>
</table>
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: September 12, 2014

SUBJECT: Reduction in Speed Limit: Washington St

The purpose of this memo is to recommend a reduction in the speed limit on Southwest/Northeast Washington Street. Currently, it is regulated by a 30 MPH speed limit.

This safety improvement request came from City staff. Traffic Engineering decided to revisit this area, after the new urbanism construction had been completed and re-evaluate. The main concerns were pedestrians and the speed of motorists on the street.

Based on the area resident concerns, Traffic Engineering performed a field investigation and evaluation. It was determined that the street was an urban residential/business area with increased potential for pedestrians and traffic; therefore, it is recommended that the speed limit for SW/NE Washington Street be reduced to 25 MPH. This will be regulated by the addition of "SPEED LIMIT 25" signs. More signs will be added, if deemed necessary for enforcement.

Councilperson ____ concurs with this regulation.

Therefore, attached for your concurrence is the Traffic Regulation Order to establish a reduction in speed limit regulating:

Southwest/Northeast Washington Street from Liberty Street to Persimmon Street

If you have any questions, please call.
A REGULATION AMENDING SCHEDULE "S" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street, at the limits indicated, is hereby reduced in speed limit (25 MPH):

**PUBLIC WAY**

**SOUTHWEST/NORTHEAST WASHINGTON STREET**

**LIMITS**

FROM LIBERTY STREET TO PERSIMMON STREET

Section 2. The foregoing item is hereby added at the end of Schedule "S" of the Traffic Code.

Section 3. This provision shall supersede all prior Ordinances or Traffic Regulation Orders for this intersection.

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

DATE: __________________________  APPROVED: __________________________

_________________________ /________________________
City Manager Date

ATTEST:

________________________
City Clerk

EXAMINED AND APPROVED:

________________________
Corporation Counsel

Prepared 9/12/14
UNFINISHED BUSINESS

NO. 2
### Other Communities' Snow Removal Benchmarks

Staff research of the sidewalk snow removal aspect for many municipalities that are Peoria's aspirational cities. The aspirational cities are: Omaha, NE; Des Moines, IA; Madison, WI; and Lexington, KY.

<table>
<thead>
<tr>
<th>CITY</th>
<th>OWNER RESPONSIBILITY</th>
<th>ENFORCEMENT POLICIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Omaha, Nebraska</td>
<td>Owner/Occupant responsibility to remove snow within 24 hours on Public Works completing their removal.</td>
<td>Complaint Oriented. They put a letter on the door stating that the snow must be cleared within 24 hours of the major streets being cleared. If the sidewalk is not cleared they have a contractor clear the snow and bill the property owner. They try to be lenient and usually only pursue this if it is obvious that the owner did not make an effort.</td>
</tr>
<tr>
<td>Des Moines, Iowa</td>
<td>Owner/Occupant shall remove within reasonable time; however, no later than 48 hours after snowfall ends.</td>
<td></td>
</tr>
<tr>
<td>Madison, Wisconsin</td>
<td>Owner/Occupant to remove from sidewalks by 12:00 noon after the snow ends.</td>
<td>Their ordinance is clearly written on their website. Their Planning and Development Inspectors issue citations. (They typically wait until the City has cleared parking lots and is in compliance itself.) They also have a list of h/c and elderly persons that have a 72 hour extension (100-200 on this list). People can salt and sand if the ice is too hard as long as they then remove after ice break up. Corner lots must also do curb ramps. The fine is $124, without warning and the ordinance has been in effect for 30 or so years. They put the notice on the door and will have a contractor clear snow and then bill property.</td>
</tr>
<tr>
<td>Lexington, Kentucky</td>
<td>Owner/Occupant to remove snow within 4 hours of daylight after the snow ends. Lexington stated escalating penalties starting at $5 going to $100.</td>
<td></td>
</tr>
<tr>
<td>Naperville, Illinois</td>
<td>Property owner must remove snow and ice on sidewalks when snow exceeds 2&quot; in depth or ice accumulates, within 48 hours of the weather event.</td>
<td></td>
</tr>
</tbody>
</table>
Some other non aspirational cities:

<table>
<thead>
<tr>
<th>City</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockford, Illinois</td>
<td>Owner/Occupant responsible.</td>
</tr>
<tr>
<td>Springfield, Missouri</td>
<td>Owner/Occupant to do in a reasonable time.</td>
</tr>
<tr>
<td>Springfield, Illinois</td>
<td>Owner/Occupant to do by 10 a.m. the next morning after the snow ends.</td>
</tr>
<tr>
<td>Champaign, Illinois</td>
<td>Owner/Occupant to remove snow within 48 hours of the end of the snow.</td>
</tr>
</tbody>
</table>