CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, NOVEMBER 18, 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

INTERNET ADDRESS: www.peoriagov.org

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

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

The City of Peoria – Transportation Commission Meets in Regular Business sessions the Third Tuesday of the Month at 3:00 PM at 3505 N DRIES LANE Conference Room #113, Peoria, Illinois. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

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

ROLL CALL

ANNOUNCEMENTS, ETC.
- Introductions Of New Commissioners

MINUTES – OCTOBER 21, 2014 REGULAR MEETING

AGENDA ITEMS

ITEM NO. 1 Discussion Regarding USE BY UTILITIES OF THE PUBLIC RIGHT-OF-WAY UNDER PERMITS.
- Right of Way and Permits Engineer Ken Andrejasich

ITEM NO. 2 Consideration for Recommendation to the City Manager of Adoption of Proposed Traffic Regulations:

1. A Regulation Amending Schedule M of the Traffic Code to Remove the Traffic Signal Regulating W. Lincoln Avenue and S. Blaine Street;
2. A Regulation Amending Schedule J of the Traffic Code to Establish a STOP Control Regulating South Blaine at West Lincoln Avenue;
3. A Regulation Amending Schedule M of the Traffic Code to Remove the Traffic Signal Regulating W. Lincoln Avenue and S. Westmoreland Avenue;
4. A Regulation Amending Schedule J of the Traffic Code to Establish a STOP Control Regulating S. Westmoreland Avenue and W. Lincoln Avenue;
5. A Regulation Amending Schedule J of the Traffic Code Rescinding the All-Way STOP at Big Hollow Road and W. Alan Court;
6. RECONSIDERATION of a Regulation Amending Schedule J of the Traffic Code for All Way STOP Intersection at W. Moss Avenue and North Union Street.

ITEM NO. 3: Other Items of Interest to the Transportation Commissioners:
A. Ribbon Cutting Ceremony – Official Opening of Orange Prairie Road Extension;
UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
Tuesday, December 16, 2014

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

OCTOBER 21, 2014

A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:00 p.m. on Tuesday, October 21, 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 Transportation Commission Members in attendance:

Commissioners Present: Commissioner Mary Jane Crowell, Chairman Joe Hudson, Commissioner Pat McNamara, Commissioner Stephen Van Winkle, and Commissioner James Wolfe – 5.


Others in attendance included Traffic Engineer Nick Stoffer; Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander (arrived 3:11 p.m.); Journal Star Reporter Nick Vlahos; and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS

None.

MINUTES

Commissioner Van Winkle moved to approve the Minutes of the Regular Traffic Commission Meeting held on September 16, 2014; seconded by Commissioner McNamara.

Approved by viva voce vote.

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

- Traffic Engineer Nick Stoffer

Mr. Stoffer advised the Commissioners that the City Council adopted Ordinance #17150 renaming and redefining the Traffic Commission to the Transportation Commission. He noted that the Commission was now under that Ordinance’s regulations, including a membership of 11 and a focus on all modes of transportation within and affecting the City of Peoria.

During discussion with Commissioner McNamara, Mr. Stoffer stated there had been interested candidates from the bicycling community, and that the new appointments were on the October 28th Council Agenda for consideration.

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

Due to a family emergency, Permits Engineer Ken Andrejasich was unable to attend the Meeting. Civil Engineer II Andrea Klopfenstein gave the Commissioners an overview of the City’s Pavement Preservation Projects of 2014.

(Substituted Discussion): Overview of the 2014 Pavement Preservation Projects:

Mr. Stoffer explained the city had not undertaken pavement preservation for the past few years. This year, with a budget of $600,000, he said different processes for pavement preservation were reviewed and four were chosen: Reclamite/CRF; Cape-Seal; Micro-Surfacing; and Seal Coating.

Civil Engineer II Andrea Klopfenstein gave the Commissioners an overview of the City’s Pavement Preservation Projects of 2014. She said, in the past, a seal coat process was used with city staff for labor. About eight years ago, she said a micro-surfacing process was utilized, but it peeled up and was not tried again. The technology has improved over the years, so she said staff decided it was time to try again.

Since pavement replacement is very expensive, Ms. Klopfenstein explained the goal of the Program was to keep the good pavement in good condition while working on replacing the bad. She gave an overview of the four different processes and displayed a map designating the streets that were treated. The map is available on the city’s web site. She said about 2,000 letters and maps were mailed to the affected residents.

Sealcoat

Ms. Klopfenstein stated the seal coat process can be used on cracks and helps the riding surface. She said the product was the most effective when the right rock to oil ratio was achieved.

Joe Alexander arrived at 3:11 p.m.

In discussion with Commissioner McNamara, Ms. Klopfenstein said that, except for crack filling, minor pavement repairs were made by in-house crews in advance of the pavement preservation treatments.

Commissioner Wolfe commented that the use of recycled oil should be preferred; Ms. Klopfenstein stated she did not know what type of oil was utilized but that the rock utilized this time was limestone. She said though the black, trap rock is visually more appealing, the limestone is $20 per ton which is cheaper than the trap rock.

In further discussion with the Commissioners, Ms. Klopfenstein noted the roads were swept and clean, but the limestone was still created a little dust. She said the regular fall schedule for street sweeping was now underway, so these streets that were treated would now get a second sweeping. She said she believed the lesser amount of rocks that remained with this treatment was due to there being only one layer of rock placed in the treatment because of the precision equipment used.
Commissioner Van Winkle stated that heater scarification is an ideal process to produce a good surface on asphalt that is still in good shape and it also seals cracks.

Ms. Klopfenstein agreed there were many other types of treatments, and she said the most important issue was to match any given treatment to the condition of the pavement. She said the Street Asset Inventory data expected to be received soon would give the City a Pavement Condition Index (PCI) for every road in town, which would be essential for planning in this Program. This year, she said they relied on the experience of staff in deciding the types of treatments and the types of roads to treat, while equitably balancing the available budget to each Council District. She said they looked at the pavement's condition and matched the product to it. She explained the Reclamite product was used for the best pavement, the CRF was next, micro-surfacing and sealcoat was the next level down, and the Cape Seal treatment was used on the worst pavement conditions.

Reclamite

Ms. Klopfenstein explained the Reclamite process was used for new streets and streets in very good condition. She said the treatment added flexibility back to the pavement, which is lost to oxidization, over time. She said limestone screenings are used to add friction to the surface until the treatment penetrates the asphalt and the screenings are swept off a day or two later.

In discussion with the Commissioners, Ms. Klopfenstein said Reclamite was temperature driven, so that, on warmer days, it cured faster. Regarding costs, she noted Reclamite is 90 cents/square yard, asphalt overlay is $35/square yard, and seal coating is around $3.25/sq. yd.

CRF

Ms. Klopfenstein explained that the CRF process was the same as Reclamite plus 11% asphalt in the mix, which adds structurally to the pavement. She explained CRF was used on streets in just slightly worse condition than those treated with Reclamite. She said the limestone screenings are also used but in a thicker coat and left on for longer. One of the complaints heard from citizens on CRF-treated streets was that the asphalt held on to the rock causing loose rock, she said, since it releases it after it penetrates. She said it has an uneven look this year but next year it should look black.

Micro-Surfacing

The Microsurfacer, Ms. Klopfenstein explained, has an asphalt emulsion with black aggregate (slag) and cement in it. She said it produced a very wet mix and its thickness was comparable to seal coating. She said it adds some structural integrity, too.

Cape Seal

Ms. Klopfenstein explained Cape Seal is a seal coat with a microsurface on top. Cape Seals are used on streets in the worst condition, she said, and that one section of WeaverRidge was done, as well as part of Wiswall and Meadowview.

In discussion, the Commissioners and Mr. Stoffer noted that the asphalt streets in WeaverRidge are about 15 years old and that the worst traffic is seen at the beginning, when houses are being built.
Mr. Stoffer noted that the pavement preservation project data would now be tracked on the Geographical Information System (GIS). He advised that GIS Asset Management Coordinator, Cory Rubusch, had recently been hired by the Public Works Department. He said he would invite Mr. Rubusch to attend a future meeting of the Commission.

The Transportation Commissioners thanked Ms. Klopfenstein for her presentation. No official action was taken by the Commission.

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

Mr. Stoffer stated there were about 80 in attendance at the Public Meeting regarding the proposed Allen Road and Alta Road Intersection Improvement Project. He said City Engineer Scott Reese and Councilman Casey Johnson were in attendance and made the presentation. He said it was the second public meeting held and the discussion regarded different configurations for the new intersection. Mr. Stoffer showed the PowerPoint presentation document which was given at the public meeting.

Mr. Stoffer discussed some of the topics in making the decision, such as traffic loads, pedestrian access to the trail, the needed right-of-way for a single-lane versus two lane roundabout, consideration of the intersection delays and peak traffic times. He noted the p.m. peak was worse than the a.m., with traffic traveling North on Allen Road. Regarding cost comparisons, he said a signalized intersection had about the same cost as a single lane roundabout. He said it had been determined at the first public meeting that there was interest in a roundabout versus a conventional, signalized intersection.

In discussion with Commissioner Wolfe regarding feedback from snow plow drivers regarding the difficulty of snow removal in the current roundabouts, Mr. Stoffer stated he hadn’t heard complaints about that issue. He said he knew the plow drivers don’t like the new bumpouts, so different options are being studied, such as reflective stakes, to help them visualize them when covered with snow.

Commissioner Van Winkle stated his concern that thousands of people would be using the intersection, but the decision may be based on only 20 to 40 people. He said as he traveled in other countries it seemed like most didn’t like multi-lane roundabouts. He cautioned that attention should be paid to the left turn movements at this intersection, because he said those were the most conflicting movements and he noted this intersection had very heavy left turn numbers in three of the four directions. He said it was his opinion that this was not the best location in Peoria for a roundabout.

Commissioner Wolfe stated that, for a difference of only $100,000, it made sense to construct the one lane roundabout with the right turn bypass, as opposed to just the one lane. However, he said, during the really peak hours of traffic, a signal could better control and move a lot of cars in a hurry.

Mr. Stoffer stated that, since the City currently owned the right of way, the right turn bypass lane could be added fairly easily. He agreed the decision would be the result of balancing all of the
issues, and he said the peak traffic for the intersection was when Northwoods Church was letting out and p.m. commuter traffic.

In discussion with Commissioner McNamara, Mr. Stoffer stated the final decision for the intersection’s design concept would be sent to the City Council within the next couple of weeks.

**B. Engineering Division Quarterly Capital Projects Construction Budget Report.**

No reports were available to be distributed to the Commission.

**C. Discussion of Residential Speed Limits**

Mr. Stoffer said he wanted to introduce this topic for discussion with the Transportation Commission. Right now, he said, most residential speed limits around town were at 30 miles per hour, which was State Statute. If a neighborhood contacts Public Works with an interest in changing a residential speed limit to 25 mph, he said the traffic technician runs a study which can produce a new traffic regulation to formally adjust the speed limit.

Mr. Stoffer stated that the speed limit in The Uplands was lowered to 20 mph, which staff could do by State Statute. He said he wanted the Transportation Commission to consider and discuss whether that was appropriate—20 mph versus 25 mph—and recommend whether or not the option should be extended to the rest of the City and not just in congested areas such as the West Bluff.

In discussion with Commissioner McNamara regarding his question about whether the speed feedback trailers such as those installed on Moss Avenue tracked data, Mr. Stoffer confirmed that they did; however, he said he didn’t think that feature was currently active. He said the Traffic Division was purchasing several feedback signs and that the data collected could be pulled off on thumb drives for analysis. He said he thought the trailers were effective for a while, but that motorists ignored them after a time.

**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.

Mr. Stoffer discussed the Report Back on the speed study. He said the posted speed was actually 30 mph, but the Report Back listed 35 mph. Since the goal was to make it a more vibrant street in the downtown core, he said the request was to lower the posted speed to 25 mph which was typical of what you would expect in an urban core.

Commissioner Van Winkle explained that the 85th percentile guideline was established on the premise that 85% of the people will drive safely according to how the roadway feels to drive it and 15% would push the limit. He said he felt if the speed limit was changed as contrary to the 85th percentile now it would establish a speed trap. He said he recommended leaving it at 30 mph until after the improvement project was completed and perform another traffic study at that time.
Commissioner McNamara agreed, as he said he appreciated having the data to consider in making a decision. He said it would be interesting to see how the 85th percentile standard would work with the Complete Streets approach, if the street defined the speed more than arbitrarily defining it.

Commissioner Van Winkle moved to keep the posted speed limit at 30 mph on Southwest and Northeast Washington Street, from Liberty to Persimmon, based upon the speed study that was done, to follow the laws, and then review the situation with a new speed study after the changes are made to see if it still makes sense; seconded by Commissioner McNamara.

Approved by viva voce vote.

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

Mr. Stoffer outlined the Report Back. He reminded the Commissioners that the issue was raised in a City Council Policy Session that was also later presented to the Commission. Regarding Madison, Wisconsin, he said the code was very strict as it imposed a $124 fine for non-removal and, after that, a contractor would be hired for the removal and the property owner was billed. Also, he said they have a list of those who can’t do the work and they are given an extension.

The Commission requested that more research be done to gather broader information about the extensions that were given and about cities that didn’t force citizens to remove the snow. They concurred in the opinion that it would be a rule that would be very difficult to enforce.

Commissioner McNamara moved to receive and file the Report Back on Snow Shoveling Requirements by Peoria’s Aspirational Cities; seconded by Commissioner Van Winkle.

Approved by viva voce vote.

**NEW BUSINESS**

**Request for No Parking Signs on North Hunters Trail Court**

Mr. Stoffer advised the Commission of a request from the neighborhood to have No Parking signs posted in the area of the intersection of North Hunters Trail Court with Wilhelm Road. He said people wanting to access the bike path are parking on both sides of the street in the entrance to the neighborhood so, to clear that up, they have asked that No Parking signs be placed along an outlot frontage on the west side and the first two properties on the east side.

After discussion, the Commissioners concurred that removing parking from that much frontage was more than was needed to clear up the congestion at the intersection, and that reinforcing No Parking within 30 feet of a STOP per City Code would be effective. They determined the street was 32 feet wide, trail users would still park in front of the houses there, and that the trail users needed to be accommodated.

**CityLink’s NorthSide Transfer Center Update**

Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander updated the Commission regarding CityLink’s proposed new North District Bus Transfer Center. He said
the preferred location of CityLink’s Management was in jeopardy as there was another offer on the property. He said they had been considering six different sites but were focused on one near Northwoods Mall in which to construct a new, climate-controlled facility to include restrooms and a park and ride.

In discussion with Commissioner McNamara regarding any contingency plans that might be considered, Mr. Alexander said the Pizza Hut property on Rockwood/Sterling had been considered for a “superstop” pull in/drop off facility, only, but that site was not preferred by Management.

In discussion with the Commissioners regarding other alternate sites that may be available, Mr. Alexander said sites in the area of Northwoods Mall were preferred because there were five to six bus routes that meet up in that area which would not have to be changed if an appropriate site for the Transfer Center could be found.

The Commissioners thanked Mr. Alexander for the information presented.

Bicycle Master Plan

Mr. Stoffer said the next delivery of data would be in December, which would be a Draft Plan. After that, he said another public meeting would be held.

Traffic Signal Coordination

In response to emailed questions from Commissioner McNamara, Mr. Stoffer outlined the traffic signal optimization and flashing yellow arrows project planned throughout town. He said the City had received a Grant from the HSIP program and that in order to optimize the use of funding, traffic corridors such as University, Sterling, and Sheridan would be targeted. He said staff was trying to have the project ready to let for bids by the end of the year. He discussed a map of the upgrade locations planned to be completed under the grant.

Mr. Stoffer further explained the placement of flashing yellow turn arrows for left turners included upgrades to the newest controller available, and he said some of the intersections had old cabinets that were not compatible with the new controllers. Those circumstances made the improvements expensive, he said.

Commissioner McNamara noted that consistency was important and he referred to a Signal Coordination and Timing (SCAT) study that was done in 2011 on North University between Glen and Forrest Hill.

Mr. Stoffer gave a synopsis of the steps in a SCAT study. He said traffic counts are taken and that data would drive the timing of the lights on the corridor. He noted IDOT had done that for the Knoxville corridor, and adding the new timing of the lights and the flashing yellow turn arrows had decreased the delays along the corridor.

Commissioner Van Winkle expressed concern regarding delays and specific access for northbound and west movements at Glen and University intersection since the arrow was changed and he suggested a follow-up study be performed. He said drivers wanting to turn left can't see northbound to west as there were heavy left turns and it now seemed to be reversed during peak hours.
Mr. Stoffer stated he would review the situation at the intersection.

PUBLIC COMMENT

None.

Next Meeting

The next regularly scheduled Traffic Commission meeting will be held on Tuesday, November 18, 2014 at 3:00 p.m.

Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:42 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: September 30, 2014

The purpose of this memo is to recommend the removal of the traffic signal that is currently at the intersection of W. Lincoln Ave. and S. Blaine St.

This request came from the Illinois Department of Transportation and City staff. The main concerns for this intersection are the fact that the schools in the area no longer exist and the signal was originally set up to accommodate them. It also needs modernization and does not meet IDOT warrants any longer (please see attached sheet).

Traffic Engineering performed a field investigation and evaluation. Based on the above concerns and the recommendation of IDOT, this signal location should be removed. There will be “STOP” signs added for the Blaine section (North/South) which will amend schedule “J” of the traffic code.

Councilperson Moore concurs with this regulation. Therefore, attached for your concurrence is the Traffic Regulation Order to REMOVE the traffic signal currently located at W. Lincoln Ave. & S. Blaine St., which will be added to schedule “M” of the traffic code.

If you have any questions, please call.

NS/brw
C: Councilperson Moore
   Lt. Steve Roegge, Police Department
   Sgt. Jerry Bainter, Police Department
A REGULATION AMENDING SCHEDULE "M" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,133, adopted by the City Council on August 12, 2014, and Section 28-106 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby REMOVED as a Traffic Signal Location:

LIMITS (Regulating)

West Lincoln Avenue & South Blaine Street

Section 2. The foregoing item is hereby added at the end of Schedule "M" 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

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved

Comments:

________________________

Date: __________________________
June 17, 2014

Mr. Mike Rogers, Public Works Director
City of Peoria
3505 North Dries Lane
Peoria, IL 61604

Dear Mr. Rogers:

RE: School Traffic Signals on IL 116 (Lincoln Ave)

This letter concerns two traffic signal installations; one at the intersection of IL 116 (Lincoln Ave.) & Westmoreland and the second at IL 116 (Lincoln Ave.) & Blaine. These two signalized intersections are very old and were initially installed as school signals.

We propose the removal of the above traffic signals due to the following:

1. The signals were warranted as school crossing signals, but neither school exists any longer.
2. They do not meet any other warrants.
3. We have noticed motorists running the red lights because of the light traffic.
4. The signals at both intersections are old and in need of maintenance and modernization.
5. The safety of the intersections would improve.
6. Money would be saved by not having to maintain or pay energy costs for the signals.

We have discussed this situation with your staff and if they would be able to do the work we would be able to reimburse you through the traffic signal master agreement.

Thank you for considering our proposal and we look forward to hearing from you.

Sincerely,

Kensil A. Garnett, P.E.
Acting Deputy Director of Highways,
Region Three Engineer

cc: File
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas A. Stoffer, Traffic Engineer

DATE: September 30, 2014

SUBJECT: INTERSECTION CONTROL: W. LINCOLN AVE. & S. BLAINE ST. STOP CONTROL

The purpose of this memo is to recommend that “STOP” control be established at the intersection of W. Lincoln Ave. & S. Blaine St. Currently, it is regulated by a traffic signal, but that is scheduled to be removed. Upon removal of the traffic signal, it is recommended that S. Blaine St., which is the north/south leg of this intersection, be regulated by a “STOP” control.

This request came from City staff. The main concerns were the fact that without the traffic signal there, it would become an uncontrolled 4-way intersection.

Traffic Engineering performed a field investigation and evaluation. Based on the above concerns, it is recommended that South Blaine Street, which enters this intersection from the north and south, be regulated with “STOP” control, creating a thru street designation for West Lincoln Avenue. There will be “STOP” signs added to alert drivers, along with adjustments to restricted parking areas if necessary.

Councilperson Moore concurs with this regulation.

Therefore, attached for your concurrence is the Traffic Regulation Order to establish a “STOP” control regulating S. Blaine St. at W. Lincoln Ave.

If you have any questions, please call.

Councilperson Moore
Lt. Steve Roege, Police Department
Sgt. Jerry Bainter, Police Department
A REGULATION AMENDING SCHEDULE "J" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,133, adopted by the City Council on August 12, 2014, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as "Stop" controlled:

LIMITS (Regulating)

North/South leg of South Blaine Street at West Lincoln Avenue

Section 2. The foregoing item is hereby added at the end of Schedule "J" 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

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

____________________________________
Date: __________________________
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: September 30, 2014

The purpose of this memo is to recommend the removal of the traffic signal that is currently at the intersection of W. Lincoln Ave. and S. Westmoreland Ave.

This request came from the Illinois Department of Transportation and City staff. The main concerns for this intersection are the fact that the schools in the area no longer exist and the signal was originally set up to accommodate them. It also needs modernization and does not meet IDOT warrants any longer (please see attached sheet).

Traffic Engineering performed a field investigation and evaluation. Based on the above concerns and the recommendation of IDOT, this signal location should be removed. There will be “STOP” signs added for the Westmoreland section (North/South) which will amend section “J” of the traffic code.

Councilperson Moore concurs with this regulation. Therefore, attached for your concurrence is the Traffic Regulation Order to REMOVE the traffic signal currently located at W. Lincoln Ave. & S. Westmoreland Ave., which will be added to section “M” of the traffic code.

If you have any questions, please call.

NS/xnw

C: Councilperson Moore
Lt. Steve Roegge, Police Department
Sgt. Jerry Bainter, Police Department
A REGULATION AMENDING SCHEDULE "M" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,133, adopted by the City Council on August 12, 2014, and Section 28-106 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby REMOVED as a Traffic Signal Location:

LIMITS (Regulating)

West Lincoln Avenue & South Westmoreland Avenue

Section 2. The foregoing item is hereby added at the end of Schedule "M" 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

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

________________________________
________________________________

Date: ____________________
June 17, 2014

Mr. Mike Rogers, Public Works Director
City of Peoria
3505 North Dries Lane
Peoria, IL 61604

Dear Mr. Rogers:

RE: School Traffic Signals on IL 116 (Lincoln Ave)

This letter concerns two traffic signal installations; one at the intersection of IL 116 (Lincoln Ave.) & Westmoreland and the second at IL 116 (Lincoln Ave.) & Blaine. These two signalized intersections are very old and were initially installed as school signals.

We propose the removal of the above traffic signals due to the following:

1. The signals were warranted as school crossing signals, but neither school exists any longer.
2. They do not meet any other warrants.
3. We have noticed motorists running the red lights because of the light traffic.
4. The signals at both intersections are old and in need of maintenance and modernization.
5. The safety of the intersections would improve.
6. Money would be saved by not having to maintain or pay energy costs for the signals.

We have discussed this situation with your staff and if they would be able to do the work we would be able to reimburse you through the traffic signal master agreement.

Thank you for considering our proposal and we look forward to hearing from you.

Sincerely,

[Signature]

Kensil A. Garnett, P.E.
Acting Deputy Director of Highways,
Region Three Engineer

cc: File
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: September 30, 2014

SUBJECT: INTERSECTION CONTROL: W. LINCOLN AVE. & S. WESTMORELAND AVE. STOP CONTROL

The purpose of this memo is to recommend that "STOP" control be established at the intersection of W. Lincoln Ave. & S. Westmoreland Ave. Currently, it is regulated by a traffic signal, but that is scheduled to be removed. Upon removal of the traffic signal, it is recommended that S. Westmoreland Ave., which is the north/south leg of this intersection, be regulated by a "STOP" control.

This request came from City staff. The main concerns were the fact that, without the traffic signal there, it would become an uncontrolled 4-way intersection.

Traffic Engineering performed a field investigation and evaluation. Based on the above concerns, it is recommended that South Westmoreland Avenue, which enters this intersection from the north and south, be regulated with "STOP" control, creating a thru street designation for West Lincoln Avenue. There will be "STOP" signs added to alert drivers, along with adjustments to restricted parking areas if necessary.

Councilperson Moore concurs with this regulation. Therefore, attached for your concurrence is the Traffic Regulation Order to establish a "STOP" control regulating S. Westmoreland Ave. at W. Lincoln Ave.

If you have any questions, please call.

NS/buw
C: Councilperson Moore
Lt. Steve Roegge, Police Department
Sgt. Jerry Baintner, Police Department
A REGULATION AMENDING SCHEDULE "J" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,133, adopted by the City Council on August 12, 2014, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as "Stop" controlled:

LIMITS (Regulating)

North/South leg of South Westmoreland Avenue at West Lincoln Avenue

Section 2. The foregoing item is hereby added at the end of Schedule "J" 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

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments:
______________________________________________
______________________________________________
______________________________________________
Date: ____________________
TO: Patrick Uriah, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas A. Stoffer, Traffic Engineer

DATE: September 30, 2014

SUBJECT: *RESCIND*
INTERSECTION CONTROL: N. BIG HOLLOW RD. & W. ALAN CT.
ALL-WAY STOP

The purpose of this memo is to rescind the All-Way “STOP” control which was established at the “T” intersection of N. Big Hollow Rd. & W. Alan Ct. Currently, it is regulated by an ALL-WAY STOP. The intersection will revert back to W. Alan Ct. stopping for N. Big Hollow Rd.

The original safety improvement request came from area residents. The main concerns were pedestrians and the speed of motorists on both streets. However, for some time now, Big Hollow has been a Dead End and the traffic has greatly decreased and the STOP control is no longer needed.

Area residents have asked for the STOP condition to be removed. City staff has visited the site and concurs.

Councilperson Montelongo concurs with the rescinding of the regulation.

Therefore, attached for your concurrence is the Traffic Regulation Order to rescind the All-Way “Stop” control regulating W. Alan Ct. & N. Big Hollow Rd.

If you have any questions, please call.

NS/btw

cc: Councilperson Montelongo
Lt. Steve Roegge, Police Department
Sgt. Jerry Bainter, Police Department
A REGULATION AMENDING SCHEDULE "J" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following intersections, at the limits indicated, are hereby designated as an All-Way "Stop Intersection" *RESCINDED*:

LIMITS (Regulating)

North Big Hollow Road & West Alan Court

Section 2. The foregoing item is hereby subtracted from the end of Schedule "J" 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

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

__________________________________

__________________________________

Date: ______________________

Prepared 9/30/14
TO: Patrick Ulrich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: June 24, 2014

SUBJECT: INTERSECTION CONTROL: W. MOSS AVENUE AND N. UNION STREET
ALL-WAY STOP.

The purpose of this memo is to recommend that an "ALL-WAY STOP" control be established at the "T" intersection of W. Moss Avenue and N. Union Street. Currently, it is regulated by the W. Moss Avenue leg of the intersection stopping for N. Union Street.

This safety improvement request came from area residents. The main concern was the sight visibility of the vehicles driving up Union Hill to access Moss Avenue.

Pursuant to a Traffic Engineering evaluation of the site, a field investigation was performed and found that the visibility at this corner was very limited causing a significant sight distance issue for the Union Hill vehicles. Based on the area resident concerns, it is recommended that N. Union Street, which enters this intersection from the south, be regulated with "Stop" control, creating a 3-Way or "ALL-WAY STOP" controlled intersection. There will also be "All-Way" warning signs added to alert drivers, along with adjustments to other signage and restricted parking areas.

Councilman Grayeb concurs with this regulation.

Therefore, attached for your concurrence is the Traffic Regulation Order to establish an "ALL-WAY STOP" control regulating W. Moss Avenue & N. Union Street.

If you have any questions, please call.

Ng/ps

Councilman Grayeb
Lt. Steve Roegge, Police Department
Sgt. Jerry Baintie, Police Department
A REGULATION AMENDING SCHEDULE "J" OF THE TRAFFIC CODE

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

LIMITS (Regulating)

W. Moss Avenue & N. Union Street

Section 2. The foregoing item is hereby added at the end of Schedule "J" 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: 7-1-14

APPROVED:

[Signature]
City Manager

Date: 6/30/14

ATTEST:

[Signature]
City Clerk

EXAMINED AND APPROVED:

[Signature]
Corporation Counsel