CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JANUARY 19, 2016

3:00 P.M.

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

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES

AGENDA ITEMS

ITEM No. 1: CONSIDERATION of Proposed TRAFFIC REGULATIONS AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. RESCIND Traffic Regulation: RESCIND Traffic Regulation #91-54-A Amending Schedule A of the Traffic Code Establishing a No Parking Any Time Zone Restriction on ELM STREET Approximately 250 Feet West from SW JEFFERSON. [District 1];

ITEM No. 2: REVIEW of the FINAL BICYCLE MASTER PLAN for the City of Peoria, Illinois and RECOMMENDATION to the PEORIA CITY COUNCIL for the ADOPTION. See link.

ITEM No. 3: Preliminary REVIEW of a PROPOSED RESOLUTION of the TRANSPORTATION COMMISSION to the PEORIA CITY COUNCIL in Support of INCREASED FUNDING for CITY INFRASTRUCTURE NEEDS.

ITEM No. 4: Preliminary REVIEW and DISCUSSION of UPDATES to STREET PLAN and THOROUGHFARE MAP. (Handout)

ITEM No. 5: OTHER ITEMS OF INTEREST to the Transportation Commissioners:

A. City Application for Transportation Alternatives Program (TAP) funding for the extension of the Rock Island Greenway rails to trails multiuse pathway through the City of Peoria; (For Information Only – Nick Stoffer);
B. Implementation of Pay by Cell Parking Payment System by Passport Parking (For Information Only – Update from Nick Stoffer);
C. Purchase of Pavement Striping Truck by Public Works – conversion from Thermoplastic Pavement Marking to Epoxy Marking system (For Information Only – Nick Stoffer);
D. Smart Growth America December 14th, 2015 Webinar on “(Re)Building Downtown: A Guidebook for Revitalization” (For Information Only – Commissioner McNamara).

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING

TUESDAY, FEBRUARY 16, 2016

ADJOURNMENT
A Special Meeting of the City of Peoria’s Transportation Commission convened at 3:03 p.m. on Thursday, November 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 Mary Jane Crowell, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Pat McNamara, and Commissioner Randall Ray - 7.

Commissioners Absent: Commissioner Dan Adler, Commissioner George Ghareeb, Commissioner Joe Messmore and Commissioner Michael Vespa - 4.

Others in attendance included Erik Reader of Bike Peoria, Nick Hayward of Tri-County Regional Planning Commission, Peoria County Sheriff’s Deputy Nick Butterfield, Public Works Director Michael Rogers, Peoria I-Team Manager Anthony Corso, Traffic Engineer Nick Stoffer, and Public Works Administrative Specialist Ruth Blancaflor.

Announcements, Etc.

None.

Minutes

Commissioner Lott moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on October 20, 2015, as printed; seconded by Commissioner Lyons.

Approved by unanimous viva voce vote.

item No. 1: Consideration of Proposed Traffic Regulations Amending the Traffic Code of the City of Peoria, As Needed:

A Prohibited Zones: Amending Schedule A of the Traffic Code Designating a No Parking Any Time zone at West Hickory Grove Road from N Allen Rd to N Granite Street [District 5];

   a. Deferred from October 21, 2015 Regular Meeting
      i. Peoria County Deputy Nicholas Butterfield Present to Discuss

Traffic Engineer Nick Stoffer introduced the item and introduced Peoria County Sheriff’s Deputy Nicholas Butterfield who had been invited to address the issue.

Peoria County Sheriff’s Deputy Nicholas Butterfield explained the parking problem near Hickory Grove Elementary School, which was caused by parents parking along the street waiting to pick up their children. He showed two pictures of the parked vehicles which he had taken. He explained the existing soft shoulder right onto a ditch caused the parents to park on the pavement. When school lets out, he said there were hardly any buses at the school and the parents go in the front entrance and cut over into the turn lane, which loads up the turn lane and backs up to the roundabout. Since parents were parking this way and allowing their kids to run across the road, he said he had witnessed three children almost being hit. He said his main concern with the situation was the safety issue.
Deputy Butterfield further stated that the temporary No Parking signs had worked as, since they had been posted, there had been no problem with the roundabout becoming clogged.

In discussion with Commissioner Lyons, Deputy Butterfield said the safer option was for the parents to line up along Granite and go in the back entrance to the school property to pick up their children. He said since the temporary No Parking signs were posted, the parents were taking that route. It created about a 10 minute backup and then it cleared out, he said.

In discussion with Commissioner Lott about whether making the No Parking situation permanent would create a problem elsewhere, Deputy Butterfield confirmed that the signs had alleviated the problem westbound; however, he said eastbound traffic problems would only be alleviated by the school adding another parking lot or entrance. He said there were two crossing guards at the roundabout.

Board Member Lyons moved to approve making the No Parking designation permanent, by approving the Traffic Regulation Amending Schedule A of the Traffic Code Designating a No Parking Any Time zone at West Hickory Grove Road from North Allen Road to North Granite Street; seconded by Commissioner Lott.

Approved by unanimous viva voce vote.

The Commissioners thanked Deputy Butterfield for his presentation, and he left the meeting at 3:15 p.m.

**B** **Intersection Control:** Amending Schedule J of the Traffic Code Creating an ALL-WAY STOP at W CALLENDER AVENUE and N GLENWOOD AVENUE [District 2];

**C** **Intersection Control:** Amending Schedule J of the Traffic Code Creating an ALL-WAY STOP at N GLENWOOD AVENUE and WEST BARKER AVENUE [District 2];

Mr. Stoffer outlined the requests in Paragraphs B and C. He said the request came from the Neighborhood Association as they were applying for a grant to pay for ornamental posts for their signs. During the design process for that, he said they decided to request the consideration of All Way Stops at these two intersections, as most of the other intersections in the area had All Way Stops. He said his staff performed an accident study and traffic speed study and found no accidents reported at these locations and the speed was in the 22 mph range.

In response to questions, Mr. Stoffer said the requests did not meet warrants, so he could not recommend these locations as All Way Stops. However, he said, it met the character of the neighborhood since every other intersection was All Way Stop.

Commissioner Herz stated if the neighborhood wanted it, he had no objection to it.

Commissioner McNamara agreed, as he said it gave consistency to the neighborhood and he said the speed limits in the area had been changed in order to be consistent with other similar parallel roads in the area.

Commissioner McNamara moved to approve Items 1-B and 1-C, the Traffic Regulations Amending Schedule J of the Traffic Code Creating All-Way Stops at West Calendar Avenue and North Glenwood Avenue, and at North Glenwood Avenue and West Barker Avenue; seconded by Commissioner Herz.

Commissioner Lott questioned how the request was expressed, and Mr. Stoffer reiterated the request came from the Neighborhood Association President, who was working on a Grant to pay for the customized ornamental poles to hold the signs. He said the same posts were present in the Cottage District, as well.

During discussion, some Commissioners expressed concern that the change may be unwanted by the residents and they couldn’t be sure how many attended the neighborhood association meeting when it may have been discussed.
Public Works Director Michael Rogers said he appreciated the discussion, and he suggested the Commissioners make some potential recommendation to staff on how best to process these requests. He said it may take a little more work on staff’s part, but he suggested an official notice of the request should be sent to the residents within a certain radius of the issue, and that the requests should come in to the Transportation Commission on official Neighborhood Association letterhead. He said that process may save time and effort and give better transparency with our residents when it comes to these types of issues.

Commissioner Ray said he agreed with the idea of requiring these requests to come to the Commission directly from someone with the authority to represent the Neighborhood Association. He said he thought that would be sufficient.

Mr. Stoffer stated he had received the request by an email from the Neighborhood Association President.

Commissioner Hudson added that the request should include what the attendance and vote numbers were, on the matter.

In further discussion, Mr. Rogers stated the Association should receive a letter back from Staff stating when the item was to come before the Transportation Commission, which could then be distributed to their membership and they could come to the meeting. That would give the Commissioners an opportunity to hear from the community affected, he said.

Motion to approve Items 1-B and 1-C, the Traffic Regulations Amending Schedule J of the Traffic Code Creating All-Way Stops at West Calendar Avenue and North Glenwood Avenue, and at North Glenwood Avenue and West Barker Avenue failed by viva voce vote:

Yeas: Herz, McNamara, Ray - 3
Nays: Crowell, Hudson, Lott, Lyons – 4

There was a discussion about the commissioners’ reasons for opposing the request and whether it was based on the merits of the request or the process that was followed. Most of those who voted against the measure said their opposition was based on the merits. Mr. Stoffer stated the City Manager had final authority on the request, and that the Neighborhood Association President was aware the item would be on this Agenda.

D 2 Hour Parking Zone: RESCIND a Regulation Amending Schedule E of the Traffic Code Establishing a Two Hour Parking Zone at WEST MAIN STREET (1100 Block – approximately 200' west from North Bourland Avenue) [District 2];

Mr. Stoffer distributed the proposed Traffic Regulation to Rescind the two-hour parking zone restriction in the 1100 block of West Main Street. He said when the restriction was requested, in 2012, there was a coffee shop on the corner at this location. Since then, Bradley University had purchased the building and they didn’t plan any businesses on the bottom floor, he said, so they were asking for the restriction to be removed since it no longer served its purpose and their office staff was being ticketed while parking there. He said these were five parking spaces along Main at Bourland.

In discussion, Mr. Stoffer clarified that the parking in the rest of this area of Main Street did not have two-hour parking restrictions and there were no restrictions at this time in the area closer to University Street.

Assistant Public Works Director Scott Reeise explained that city staff was letting the matter be market-driven coming from requests from the business owners, and Mr. Stoffer stated those requests had not come in. He said the parking restrictions could be revisited at any time.

Commissioner Lyons noted if the restriction did not exist closer to One World, then he supported removing it in this area, as well. He agreed the business owners had the option of requesting it to be reinstated.
Commissioner McNamara said he agreed, and he moved to approve to Rescind the Regulation Amending Schedule E of the Traffic Code designating a Two-Hour Parking Zone on West Main Street (1100 block about 200 feet west from North Bourland Avenue); seconded by Commissioner Ray.

Commissioner Lott stated he would probably reluctantly support the motion because he understood it was an odd situation. However, he said the intent of Complete Streets was to have parking turnover to support all commercial businesses on the street. He said they needed to be cautious about these things and sometimes take a bigger view.

Motion to approve to Rescind the Regulation Amending Schedule E of the Traffic Code designating a Two-Hour Parking Zone on West Main Street (1100 block about 200 feet west from North Bourland Avenue) was approved unanimous via voce vote.

ITEM No. 2: OVERVIEW of PROPOSED 2016-2020 CITY OF PEORIA COMMUNITY INVESTMENT PLAN BUDGET.

Assistant Public Works Director/City Engineer Scott Reeise gave an overview of the handout of the proposed 2016-2020 Community Investment Plan (CIP) Budget. He said it was the original proposed CIP which included road projects and was sorted by funding type. The previous week, he said, Council had added another $4 million to this list to be restricted to roads. He said the projects for that $4 million would be sent to Council in December. In the previous submittal, he explained, the City Manager’s proposed balanced budget included a $16 million capital plan. Of that, he said about $5 million was unrestricted capital, which came from utility taxes and could be used in any way on “hard assets” greater than $10,000. He explained that all city departments submitted requests and competed for the unrestricted funds. He said a large amount of it was used for roads and sidewalk funding.

Mr. Reeise explained that restricted funds were specified for specific purposes, and included the city’s Local Motor Fuel Taxes (LMFT), which was received annually from the two-cent gas tax and was currently about $800,000. He said City Council voted the previous Tuesday night to increase that tax to 5 cents per gallon which, if passed, could generate about $2 million next year. He explained that an additional $1.2 million in LMFT and a large portion of the $4 million, if it is approved, would be designated to pavement preservation in the neighborhoods. He said those funds would allow the city to increase its pavement preservation projects from 15.5 centerline miles this year to 45.5 miles next year, which would improve the “bottom end” streets with low Pavement Condition Index (PCI) ratings and take them off the list. He said the goal for the PCI was to perform it every five to eight years, in order to re-rate the system every 3 years to see if we are trending up or down.

Another part of the CIP, Mr. Reeise explained, was funding from State Motor Fuel Tax (SMFT). He stated that Peoria usually received about of $3.5 million annually, but with the budget impasse in Springfield, they were 5 months behind, or about $1.5 million that had not been received. He said SMFT was 18 ½ cents on the gallon. The State of Illinois uses a portion of it, and he said the local share based on population was paid to Peoria. Further, he said a half million dollars were included on the Illinois Jobs Bill, so if it weren’t for that Capital Bill, the amount for SMFT would be closer to $3 million. He explained SMFT was used for costly arterial street projects, like Forrest Hill and University. Since $6 million was spent for the recent University Project, he explained, SMFT funds may have to be banked a couple of years in order to fund a project.

Mr. Reeise explained roads were also funded through Tax Increment Financing (TIF) funds and reimbursement grants from the State or Federal level. Recent projects that were grant-funded included the Warehouse District, Orange Prairie Road, and the Allen Road/Alta Road intersection improvement, he said. Project grant funding anticipated to be received in 2017, 2018 and 2019 would fund the improvement of Northmoor, he said, from University to Allen Road. The only grant funds for 2016, he said, were $1.6 million of major bridge funds to replace the Sheridan Road Bridge.
In discussion with Commissioner McNamara regarding the difference between this handout and a recent handout to Council, Mr. Reese explained the Council handout included the staff requests that had been cut. Typically, he said, that information was not something City Council reviewed, but they asked what didn't make the cut to get the proposed Capital budget down to the $16 million, from the $36 million that had been requested. If the additional $4 million that was proposed to be added was approved, the CIP would be back up to $20 million. Further, he said, anything noted in red indicated requested exceptions from the previous year's approved CIP, for tracking purposes.

Commissioner McNamara expressed concern that bike plan implementation had no funding until 2018, and Mr. Reese stated it was as part of the $20 million in cuts. However, he said, $150,000 had been set aside as a mechanism to make neighborhood traffic calming measures separate from specific projects.

Mr. Reese discussed the projects that could be completed with the additional $4 million proposed road funding. He said it could increase funds for pavement preservation from $1.2 to $3.2 million. Additionally, he said, it could allow the design to be completed for the replacement of the MacArthur Highway Bridge, which had a rating of 3 out of 100. There are major bridge funds available in 2018 from a federal grant to replace it, but having the design completed could allow the city to move up in the line for the grant funds. The same scenario was present, he said, for Western Avenue and Glen Avenue, between University and War Memorial Drive.

In further discussion regarding the reconstruction of Glen Avenue, Mr. Reese confirmed the project was a complete reconstruction which was planned in 2020, if the additional $4 million capital funds were approved. It they weren't, he said, the project was not in the five-year plan at all. He said that was also true of the proposed Forrest Hill Avenue project, from Knoxville to Wisconsin.

Regarding the revised infrastructure investments table, Mr. Reese discussed the proposed storm water utility to pay for all wet weather problems faced by the city, such as drainage issues, which were normally funded by unrestricted capital dollars. He said approximately 40% of a road project included its drainage systems, such as the curb and gutter. Since those were legitimate costs attributed to wet weather, he said funding them from the storm water utility freed up MFT dollars for pavement construction.

Commissioner Ray expressed his frustration that the bike plan implementation funding had been cut but $150,000 had been added for traffic calming, and Mr. Reese stated that some of the $150,000 could be used to stripe in dedicated bike lanes, which served both purposes.

There was more discussion regarding bike lanes being part of traffic calming measures. Mr. Stoffer stated that bike lanes would continue to be installed on projects at every opportunity, in keeping with the Complete Streets policies. Mr. Reese agreed, and he cited the projects planned for 2016 and 2019 on Sheridan Road, from McClure all the way to the I-74 Bridge to the south, which included permeable paver bike lanes in the Combined Sewer Overflow (CSO) areas. When finished, he said it could connect with Main Street and MacArthur down to Jefferson, just by striping in bike lanes.

Commissioner Herz agreed that it seemed odd to have zero funding, if the plan was actually to be implemented.

Mr. Stoffer and Mr. Reese explained that some of the implementation could be done operationally. For example, Mr. Reese explained, staff planned to restripe Dries Lane with a bike lane, in 2016, to allow for some pedestrian accommodations where there previously were none.

Commissioner McNamara said the current draft of the plan was lacking in these details and opportunities on the implementation side. He said he recommended that the Commission go on record in support of the increase in funding for infrastructure needs to meet the staff's CPI projections for future needs.

Commissioner Lott said he would have to abstain if it was in the form of a motion, since some funding went toward design and construction projects and it would not be appropriate for him to vote on that.
Mr. Reeise said he thought it was good for the Council to hear from Commission Members that they had appointed, and he recommended that the Commission consider supporting a Resolution after the budget had been formally adopted.

Commissioner McNamara suggested that, in future, the budget discussion be placed on the Commission’s agenda for August or September. Since the Commission’s interest was to improve infrastructure, he said he felt it was important to be supportive of funding measures.

The Commission thanked Mr. Reeise for the budget update and he left the meeting at 4:17 p.m.

**ITEM No. 3: REVIEW of the FINAL DRAFT BICYCLE MASTER PLAN for the City of Peoria, Illinois and RECOMMENDATION to the PEORIA CITY COUNCIL for the ADOPTION.** See [link](http://www.peoriagov.org/public-works/bicycle-master-plan/)

Mr. Stoffer introduced the item and said he had been collecting comments regarding the draft document.

Commissioner McNamara discussed the items that he believed to be missing from the Draft Final Plan, which were outlined on a handout he provided to all Commissioners who were present. He said the primary thing missing was a summary of the list of items to be done in the implementation section. Regarding the roadway changes, he said two things he noticed as especially unclear were the map of all the school locations, and the comments trying to connect to existing parks and schools. He said they were visually unclear, and he questioned if they would be combined. Also, he said, the regional connection to bike plans outside the city should be more forcefully communicated in the document.

Due to a prior commitment, Commissioner McNamara then left the meeting at 4:21 p.m.

Mr. Stoffer introduced the bike advocates in attendance and he requested that the Commission receive their comments.

Mr. Anthony Corso, of the Peoria I-Team Director introduced himself. He noted that one of the key primary initiatives the I-Team was building support for within the city was for maximum community co-benefits for green infrastructure as the solution to CSOs. In looking at a cost-effective solution to keeping storm water out of the sewers and one of the most obvious benefits was connectivity, and maximizing the benefits for ecology, water quality improvements, and traffic calming, walkability, and bikeability for overall health and life. He said he agreed with Commissioner McNamara’s comments about the map details, as he found them also to be on a scale where the detailed information was lost. He said they had hoped to use it in their public engagement efforts around co-benefits that come with the green infrastructure issues.

Mr. Nick Hayward, of the Tri-County Regional Planning Commission, said his agency was beginning the development of a regional bicycle plan that was focused on identifying bike connections between communities in the region. He said they applauded the city for working toward this plan, and they looked forward to its being coordinated with their regional plan. He said Mr. Stoffer was serving on the regional plan’s steering committee.

Mr. Stoffer stated there were always new opportunities for connectivity, and he cited the State’s McCluggage Bridge improvement project which included a bike and pedestrian facility to tie in to Peoria.

Mr. Erik Reader, President of Bike Peoria, stated it was very exciting to see Peoria’s plan complementing the regional master planning which was underway. He said there were a lot of good things in the document, but the more important thing was funding for its implementation. He said it was nowhere near what the effort needed. Regarding the priorities of the projects, he said those things were amendable and could change based on residents’ perspectives. He said he hoped the momentum would continue to build.

Mr. Stoffer said he had been collecting comments and many of them were housekeeping measures. For instance, he said, much of the grant section was not very up to date, and would be discussed with the
consultant. He said he believed the Commission would be interested in the list of Municode items, which they could compare with the City Code for improvements concerning bicycle safety.

In discussion with Commissioner Herz, Mr. Stoffer said the intent was to finalize the plan for recommendation to City Council. He said it was intended to be a living document, but that projects would be prioritized by funding availability.

Commissioner Herz agreed it should be a living document, based on people’s acceptance of it. He said he recommended that there be someone charged with bicycle-related planning duties, someone to champion it within the City to move it forward.

Director Rogers said, in San Antonio, the Director of the Department of Health was responsible for the bike plan, because of the benefits that one has in being outdoors, etc. He said that person coordinated the bicycle rental/share program, worked with the master bike plan to coordinate capital projects with the engineers to ensure projects had the right number of bike lanes, etc., because they had a goal of gaining so many bike lanes annually.

Commissioner Ray outlined his comments about the draft plan. He said the priorities seemed tilted toward the CSO areas, but there weren't bike routes planned in the north and west. He said the previous plan developed by the Planning Department for the growth cells should be attached to this as an appendix. Also, he said, in the interest of comity, Peoria Heights authorities should be contacted about the routes planned in their city. He recommended the bike lane on Galena Road ended abruptly and it should be extended to Cedar Hills Drive or River Beach Road at some point because, he said, otherwise it’s wasted. Further, he cited the previously-adopted bike map passed by city ordinance and he suggested it should be repealed so it wouldn’t be confused with this plan.

In further discussion, Commissioner Ray noted the importance of the coordination of new and old signage. He also recommended that it should specifically state somewhere in the plan that the projects won’t necessarily be built according to their priorities. He noted that the listing of medium priority projects on page 74 was not complete and needed editing.

Commissioner Lott said he noted that also, in that the table didn’t match the map.

Commissioner Ray discussed the priority projects in the plan and he noted there were seven north-south high priority routes from Broadway to Adams, between War Memorial and Nebraska, which were numerous routes in a narrow area to go the same places. He recommended changing Prospect to medium priority and the Abington route to a high priority, for the same results by prioritizing the connection between Abington and Nebraska.

In terms of presenting a plan to the community, Commissioner Ray said he would recommend high priority projects north of Glen such as going up Sheridan to the Rock Island Trail. He also suggested the city approach the park district regarding adding a connection to Donovan Park, which would be a good hub for bikers because it touches the Rock Island Trail. Another route he suggested was from Glen Avenue to Ronald Road or Renwood, and Imperial to Teton, which could also be a north route to the Rock Island Trail.

In discussion regarding the perception that the priorities were set to accommodate the CSO area, Mr. Corso said it was a question of mobility. He said they didn’t take CSO into consideration, but looked at the recreational and functional side of things and used urban design based practices. He said emerging data showed the socio-economic impacts were important since, in the core of the city where residents cannot afford automobiles, biking was key as a mode of transportation.

Commissioner Herz said he agreed with the point that the planned routes were very heavy on the southern side of town. He said he favored selecting the Pioneer Parkway area becoming more bike and pedestrian friendly, which was also due to its proximity to the Trail. He questioned the lack of planning for a route accessing Bradley Park, since there was a plan along Main Street and Western Avenue and then
a gap. He said he also wanted the plan to clearly state that the priority designations didn’t mean that others shouldn’t be considered. Also, he said Bradley Park, should be included for a route as a recreational activity. He said there was very little in the plan to make the park accessible to cyclists coming from elsewhere and, since the goal was connectivity, that was surely missing. Regarding the plan’s being a living document, he said he wanted it to reflect the goals of recreation and commuting.

Mr. Stoffer agreed that efforts around Bradley Park could be coordinated with the Peoria Park District and Peoria County Highway.

Commissioner Ray added that he believed one of the highest priorities should be to get from Bradley University to downtown. He said it was listed as a medium priority. He said he understood that the problem with the map was because Peoria side streets don’t go through, and arterials are used as bike lanes. He mentioned the importance of looking at connection opportunities whenever a new project was built. Also, he noted the importance of maintenance sweeping of debris from the bike lanes, especially soon after their construction was completed. He suggested city staff explore “Adopt a Bike Lane” programs. He said he hoped the Plan would be ready by January to recommend to the City Council for approval.

Director Rogers briefly discussed project programming, and he said the reality is some of these priorities may not necessarily be followed because, when programming projects, economics of scale was foundational. He said many things went into the decision, such as service requests where the highest dollar maintenance was spent and if federal funds were available. It’s important to have those priorities, he said, but sometimes programming didn’t work out that way.

Commissioner Lyons left the meeting at 4:55 p.m.

Commissioner Ray said the plan should explicitly state it would not necessarily be built in the order of the priorities.

Commissioner Herz left the meeting at 4:59 p.m.

Commissioner Lott said he noticed the optics of the plan and its graphs were poor, since all of these topics they had discussed were not in the text.

Director Rogers agreed the bike plan should include the projects in the existing capital plan.

Commissioner Lott said he accepted Commissioner McNamara’s revisions list and that he’d be adding his items to it. Mr. Stoffer asked that Commissioner Lott forward those items to him.

**ITEM No. 4: OTHER ITEMS OF INTEREST to the Transportation Commissioners:**

A Transportation Commission WORK ITEMS Compiled List To-Date (Receive and File).

This item was not discussed.

**UNFINISHED BUSINESS**

None.

**NEW BUSINESS**

None.

**PUBLIC COMMENT**

No one came forward to address the Commissioners.
Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, December 15, 2015 at 3:00 p.m.

Adjournment

There being no further discussion, the Transportation Commission meeting adjourned at 5:02 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
A REGULATION AMENDING SCHEDULE “A” OF THE TRAFFIC CODE

NO PARKING ANY TIME ZONE

Public Way Limits
Elm Street (400 Block, North side) (~250’ west from Southwest Jefferson Avenue)

Memo

TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas A. Stoffer, Traffic Engineer
DATE: January 14, 2016, Originally: (September 4, 1991)

SUBJECT: *RESCIND #TR-91-54-A*
Elm Street (400 Block North side) (~250’ west from Southwest Jefferson Avenue)
NO PARKING ANY TIME ZONE restriction.

The purpose of this memo is to RESCIND the establishment of the “NO PARKING ANY TIME” zone on the north side of Elm Street from Southwest Jefferson Avenue west approximately 250 feet. This request has come from the Unemployment Office, as they occupy this space on Elm Street and would like the added parking. Traffic Engineering investigated this request (see below) and feels that allowing parking in this area would not cause a problem.

Originally: “NO PARKING ANY TIME” on Elm St (North side) from SW Jefferson Ave to Terminus.

Background: On 11/19/2012, SC2 Services (they own the property at the end of Elm St) contacted Public Works. They complained that the “NO PARKING ANY TIME” zone there needed to be enforced. They had lots of truck traffic and it was being impeded by illegal parking. We added signage and everything seemed to be fine. On 1/14/16, Traffic Engineering contacted SC2 Services and asked them if they had any concerns about removal of some of the “NO PARKING ANY TIME” zone. They have moved to East Peoria and rent out half of that warehouse to Sherman’s Furniture. The amount of truck traffic has lessened, and they said that it would not affect their business to add some parking by the Unemployment office. The representative from the Unemployment Office understands that the City can remove this parking in the future if it becomes a problem.

If you have any questions, please call.

c: City Council Members
    Michael Rogers, Public Works Director
    Sie Maroon, Deputy Director of Public Works
    Irv Dubois, Traffic Operations Supervisor
    Lt. Todd Green, Police Department
    Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE "A" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,875, adopted by the City Council on September 11, 2012, and Section 28-258 of the Municipal Code of Peoria, the following street, at the limits indicated, are hereby designated as a “NO PARKING ANY TIME” *TR #91-54-A RESCINDED*

LIMITS (Regulating)
Elm Street (400 Block) (Approximately 250’ west from Southwest Jefferson Avenue)

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

☐ Approval
☐ Not Approved

Comments:

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Prepared 1/14/16
A RESOLUTION OF THE TRANSPORTATION COMMISSION, IN SUPPORT OF INCREASED FUNDING BY THE CITY COUNCIL OF THE CITY OF PEORIA FOR THE TRANSPORTATION INFRASTRUCTURE NEEDS OF THE CITY OF PEORIA

WHEREAS, The Transportation Commission is a Mayor-Appointed Commission of the City Council of the City of Peoria; and

WHEREAS, The Transportation Commission is authorized by the City Council of the City of Peoria to make recommendations and proposals on all transportation areas of concerns; and

WHEREAS, the City of Peoria’s Complete Street Policy states that, “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

WHEREAS, The Transportation Infrastructure in the City of Peoria provides an efficient means for incoming, outgoing and local delivery of commercial freight for the City; and

WHEREAS, the City has provided annual funding in the City of Peoria’s Capital Budget to expand and improve the City of Peoria’s infrastructure; and

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION COMMISSION OF THE CITY OF PEORIA, ILLINOIS:

THAT, The Transportation Commission of the City of Peoria hereby supports increased funding of the transportation infrastructure of the City of Peoria in the future to support the growing needs to the city.
PASSED BY THE TRANSPORTATION COMMISSION OF THE CITY OF PEORIA, ILLINOIS, this ____ day of ____________, 2016.

APPROVED:

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Joe Hudson, Chairman

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Dan Adler

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Mary Jane Crowell

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George Ghareeb

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Nathaniel Herz

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Brandon Lott

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Lon Lyons

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Patrick McNamara

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Joe Messmore

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Randall Ray

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Michael Vespa