CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, OCTOBER 20, 2015

3:00 PM – 4:30 PM

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

CITY OF PEORIA – TRANSPORTATION COMMISSION

AGENDAS AND MINUTES

ISSUED BY:

JOE HUDSON, CHAIRMAN

VIA TRAFFIC ENGINEER NICK STOFFER

PUBLIC WORKS DEPARTMENT

3505 N. DRIES LANE, PEORIA IL 61604

(309) 494-8800

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

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

The City of Peoria – Transportation Commission meets in regular business sessions the Third Tuesday of the month at 3:00 pm at 3505 N Dries Lane Conference Room #113, Peoria, Illinois. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

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

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES –
1. AUGUST 18, 2015 - REGULAR MEETING OF THE TRANSPORTATION COMMISSION
2. SEPTEMBER 10, 2015 – JOINT SPECIAL MEETING OF THE TRANSPORTATION COMMISSION AND THE DOWNTOWN ADVISORY COMMISSION

AGENDA ITEMS

ITEM NO. 1: CONSIDERATION of a Request to Schedule a SPECIAL JOINT MEETING of the TRANSPORTATION COMMISSION and the DOWNTOWN ADVISORY COMMISSION on Thursday, NOVEMBER 12, 2015 beginning at 5:30 p.m. to Attend the Peoria StreetScape Master Plan Public Workshop #3 with Caterpillar.

ITEM NO. 2: CONSIDERATION of Proposed TRAFFIC REGULATIONS AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A Intersection Control: Amending Schedule J of the Traffic Code Creating an ALL-WAY STOP at SW WASHINGTON STREET and WALNUT STREET [District 1];
B Intersection Control: Amending Schedule J of the Traffic Code Creating an ALL-WAY STOP at SW WASHINGTON STREET and OAK STREET [District 1];
C 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];
D Median Island Removal Proposal: [No Regulation Necessary] Request to Remove the MEDIAN ISLAND in the 800 block of W. PIONEER PARKWAY and Placement of a Bi-Directional Turn Lane [District 5].

ITEM NO. 3: REVIEW and RECOMMENDATION to the PEORIA CITY COUNCIL for the ADOPTION of a BICYCLE MASTER PLAN for the City of Peoria, Illinois.

ITEM NO. 4: DISCUSSION Regarding Transportation Commission WORK ITEMS for Completion.

A REPORT BACK from Mr. Stoffer Regarding Information Sharing by Commissioners.
ITEM No. 5: OTHER ITEMS OF INTEREST to the Transportation Commissioners:

A. Council ADOPTION of Ordinance #17,267 Prohibiting Forward-Facing Parking in REVERSE DIAGONAL PARKING SPACES;
B. Council ADOPTION of Ordinance #17,268 Providing SIDEWALK SNOW REMOVAL on Commercial, School, Hospital and Church Properties Adjacent to MARKED PRIMARY SNOW ROUTES.

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, NOVEMBER 17, 2015

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, August 18, 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 George Ghareeb, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Pat McNamara, and Commissioner Randall Ray - 8.

Commissioners Absent: Commissioner Dan Adler, Commissioner Joe Messmore and Commissioner Michael Vespa - 3.


ANNOUNCEMENTS, ETC.

- Special Meeting of the Peoria City Council to hold a Policy Discussion Regarding a Sidewalk Snow Removal Policy and Mailbox Replacement Policy to be held Tuesday, August 18, 2015 at 6:00 p.m. at Council Chambers, 419 Fulton Street
- OneWater Committee meeting August 19, 2015 at noon, Gateway Building, Peoria
- CityLink holding a Series of Public Meetings regarding Fare Structures
- Seal-Coating is Underway on Various City Streets

MINUTES

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

Approved by unanimous viva voce vote.

ITEM NO. 1: Consideration of a Request to Schedule a SPECIAL JOINT MEETING of the TRANSPORTATION COMMISSION and the DOWNTOWN ADVISORY COMMISSION on Thursday, SEPTEMBER 10, 2015 beginning at 5:30 p.m. to Attend the Peoria StreetScape Master Plan Public Workshop #2 with Caterpillar.

Mr. Stoffer explained this meeting would provide an update from the feedback received at the first meeting and would be coordinated by the OJB Landscape Architecture group to include representatives from the Illinois Department of Transportation. He said an Agenda would be formalized and provided to the Commissioners and that the exact location would be announced.
Commissioner Ghareeb moved to schedule a Special, Joint Meeting of the Transportation Commission and the Downtown Advisory Commission on Thursday, September 10, 2015 beginning at 5:30 p.m. for the Peoria StreetScape Master Plan Public Workshop #2 with Caterpillar; seconded by Commissioner McNamara.

Approved by unanimous viva voce vote.

**ITEM No. 2: DISCUSSION Regarding the Recommendation of a DRAFT ORDINANCE for Adoption of a COMPLETE STREETS POLICY for the City of Peoria.**

Mr. Stoffer introduced the item. He said when the Council Communication was reviewed at the City Manager's Management Staff meeting, it was decided to return it to the Commission for consideration of adoption of the policy by an Ordinance. He said it was thought that an Ordinance carried more weight. He said he inserted the previous Resolution language into an Ordinance format for the Commission’s consideration today.

There was a brief discussion regarding the difference between a Resolution and an Ordinance as to their modes of adoption and enforcement.

Commissioner Lott moved to recommend to the City Council the Adoption of an Ordinance for a Complete Streets Policy for the City of Peoria; seconded by Commissioner McNamara.

Approved by unanimous viva voce vote.

**ITEM No. 3: CONSIDERATION of REGULATIONS AMENDING the TRAFFIC CODE of the City of Peoria, As Needed.**

Mr. Stoffer explained there were no Traffic Regulations for consideration today; however, he outlined the following items which may come for future consideration:

- Posting of No Parking Signs along Western and Wilson, by Woodrow Wilson School

Mr. Stoffer said he had received complaints from the neighbors along Western and Wilson that parked cars were killing their grass. He explained that Woodrow Wilson parents waiting to pick up their children from the school parked along these roads. He explained the parents walked across Forrest Hill to pick up their kids and then crossed back again. He said the school was aware of the parking problem and did not allow the kids to cross by themselves, but would release them to their parents. Due to the small parking lot at the school, he said cars stacked on Forrest Hill waiting to turn into the parking lot, so many parents parked across the street so they didn’t wait as long.

Mr. Stoffer said he planned to send a letter to the residents to request their feedback on the option of posting No Parking During School Days signs. After that feedback had been received, he said he would bring the matter before the Transportation Commission for further review.

Commissioner Ghareeb suggested preventing parking on one side of the street to clear access for emergency vehicles.

Mr. Stoffer agreed, and he said he would pursue the letters and bring back the appropriate Regulation for consideration at a future meeting.
• Request for the Removal of the Traffic Island in the 800 block of West Pioneer Parkway.

Mr. Stoffer said he had received a request for removal of the island in the 800 block of West Pioneer Parkway. He said there were access control documents which required review prior to this happening and that the city took this section over from IDOT. A traffic regulation concerning this may come before the Commission in the near future, he said.

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

A **DISCUSSION Regarding Transportation Commission WORK ITEMS for Completion.**

Mr. Stoffer distributed a copy of a blank form of the Work Items and a copy of Commissioner McNamara’s Work Items list to all members of the Commission who were present. He asked them to review it, prioritize those items listed, and add any items they felt were appropriate.

There was a discussion regarding the items listed and the proper means of communication for the Commissioners to use in order to share documents between meetings. Mr. Stoffer stated he would discuss the question with the city’s corporation counsel and report back.

In discussing the Work Items table, Commissioner McNamara suggested adding a column for Difficulty Level.

Commissioner Lott suggested the Commissioners give any additional items to Mr. Stoffer by the end of the month, so that those items could be compiled for discussion at the next meeting. Also, he suggested some sort of timeline to be added to the table, to help prioritize their efforts.

Commissioner Herz suggested changing the Priority column’s numbering to 1 through 3, and Commissioner McNamara agreed.

Commissioner McNamara discussed several of the items on his Work Items table, and he noted several city plans and documents, such as the Heart of Peoria Plan, the city’s Subdivision Ordinance, the Thoroughfare Plan, and the Manual of Practice (MOP), which would be helpful to the Commissioners in their work plans.

Mr. Stoffer stated that the Heart of Peoria Plan was on the city’s web site, and he offered his assistance to find any information the Commissioners may have trouble locating.

Commissioner Ghareeb requested the results of the OneWater Committee’s survey.

**UNFINISHED BUSINESS**

A **DISCUSSION Regarding DRAFT BICYCLE MASTER PLAN for the City of Peoria.**

Mr. Stoffer advised the Commissioners that he still had not received the Final Bicycle Master Plan document.

Commissioner Lott asked Commissioner McNamara to further explain his work item topic, “Implement the Bike Master Plan.”
Commissioner McNamara stated he hadn’t seen anything in the first half of the data that had been provided which addressed the bike plan’s goals and objectives for connectivity, and he wanted to make sure the Commissioners were involved in those specifics to make sure they were accomplished.

Mr. Stoffer agreed that the Commission should champion the bike plan by promoting it and making sure it stayed relevant, but he said that would also depend upon its continued funding. He said he expected the second half of the bike plan data to include specific projects and the Commissioners would have to decide how much of it to break out for implementation, based on funding levels received.

Mr. Stoffer said he agreed with Commissioner McNamara’s assertion that the Commission had foreknowledge of projects that may not specifically include bike structures, and that they could leverage implementation of the bike plan through that knowledge.

**NEW BUSINESS**

A) City Budget 2016 - Preparations.

Mr. Stoffer briefly discussed the process involved in setting the city’s 2016 Budget and he said Staff would be heavily involved in this for the next couple of months. The Commissioners viewed the video from the city’s web site of the August 11, 2015 City Council meeting regarding Item #15-016, the Council’s discussion regarding the Preliminary 2016 through 2019 Budget Projections.

Commissioner McNamara said it was important to note the $7.1 million in unmet infrastructure needs referenced on page 1. He referred to projects and items listed on pages 8 through 10 of the Budget Forecast document and he said those were areas of opportunity for the Commissioners to provide input. He said he hoped they could discuss and be in support of these items, along with those listed in the Public Works’ Budget document, Desired Outcomes page 68, at future meetings.

**PUBLIC COMMENT**

Advocate for Disabled Rights, Roger Sparks, stated several people had told him they had difficulty crossing Dries Lane due to speeding traffic. He asked if the city had plans to erect pedestrian crossing signs like those near Notre Dame High School.

Mr. Stoffer stated signs had been placed at the crossings near Landmark Health Club and drivers had hit them. He said city staff had discussions with Landmark representatives about the issue and planned for possibly having a push button-activated lighted pedestrian sign and relocating the bus stop to Landmark’s side of Dries Lane. It was hoped that would help avoid confusion for motorists. He said the construction of an ADA-accessible bus shelter was planned, as well, but there was no time frame for that, as yet. In addition, in the spring of 2016, he said staff may restripe the roadway to have three narrower traffic lanes with a bike lane to separate the pedestrians. There were no plans for sidewalk at this time, he said, but new striping would make it more accessible.
Next Meeting

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

Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:20 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer
A Rescheduled Regular Meeting of the City of Peoria’s Downtown Advisory Commission and Joint Special Meeting of the Transportation Commission, for Public Workshop #2 Regarding the Downtown Streetscape Master Plan, convened at 5:36 p.m. on Thursday, September 10, 2015, at the Peoria Riverfront Museum located at 222 SW Washington Street, Peoria, Illinois.

CALL TO ORDER – DOWNTOWN ADVISORY COMMISSION

The following Downtown Advisory Commission Members were in attendance: Commissioner Alison Daly, Commissioner Rebecca Frye, Commissioner John Gibson, Commissioner Adam Hamilton, Commissioner Jon Jenkins, Commissioner Ray Lees, Chairman Mark Misselhorn, and Commissioner Kip Strasma – 8.

Absent: None.

CALL TO ORDER – TRANSPORTATION COMMISSION

The following Transportation Commission Members were in attendance: Commissioner Mary Jane Crowell, Commissioner George Ghareeb, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Pat McNamara, Commissioner Joe Messmore, and Commissioner Randall Ray - 9.

Absent: Commissioner Dan Adler and Commissioner Michael Vespa - 2.

Others in attendance are included on the attached Sign-In Sheet, and also included Councilwoman Beth Jensen, Assistant City Manager Chris Setti, Public Works Director Michael Rogers, Assistant Director of Public Works/City Engineer Scott Reeise, City Traffic Engineer Nick Stoffer, Jereck Boss and Tarah Brand of OJB Landscape Architecture, Nick Vlahos of the Journal Star, and Public Works Administrative Specialist Ruth Blancaflor.

1. Welcome.

Public Works Director Michael Rogers welcomed all who were in attendance and he introduced presenter Jereck Boss of OJB Landscape Architecture.

2. Overview of Master Streetscape Planning Efforts.

Mr. Boss introduced his associate, Ms. Tarah Brand. He discussed their work for Oklahoma City’s Downtown Business District and he said they were excited to be a part of Peoria’s process.

He gave a quick background on the July 8th Downtown Streetscape Master Plan Workshop #1, which was held at the Gateway Building. He explained they discussed Complete Streets philosophies and the amenities that made for great streets.
Mr. Boss said his team had been walking the city and taking photos and looking at present conditions, while considering reinvigorating the Central Business District, Warehouse District, medical centers, and positioning Peoria for the next generation.


Mr. Boss outlined the specifics the Workshop #1 participants had considered as they took a walking tour through the city, including lane sizes and numbers, curb cuts, crosswalks, signage and signalization, and plantings. He said they considered the condition of the street trees and what pieces of the infrastructure felt the best. Then, he said, the participants met in groups and formulated comments on their findings. The comments received at the first workshop fell into 8 different categories, he said, and he pointed out each comment as summarized on the display, including the metrics of votes. He noted there were 65 people in attendance at the first workshop.

Mr. Boss said there were many comments and observations about streetscape typology including regarding parking and about the biking infrastructure in Peoria. In the study area, he said there were currently only three blocks just outside of the Central Business District, in the medical center along Hamilton, with any kind of noted bike facility on the street.

Using the information in the input summary, Mr. Boss said they then prepared a site analysis and worked with the city’s steering committee to establish goals. He requested that those in attendance tonight add any new goals and ideas to the materials on their tables. He said the genius in the public process was the collection of ideas from the differing thoughts and experiences of those participating.

Mr. Boss discussed the Peoria Streetscape Goals and things like the freeze-thaw cycle, snow stacking and spacing of street trees that make Peoria unique from some other cities. He said the green and environmentally-friendly systems placed had to be easily replaceable with future development or improvements. Regarding downtown Peoria’s walkability, he said there were challenges with accessibility, which could be for young parents with strollers or pedestrians with canes. He said there were four users downtown: pedestrians, bicyclists, automobiles and users with special needs. He explained that and walkability gave all users a fair shot at navigating the city. Also important for consideration, he said, were lighting, clear wayfinding and signage.

Next in their site and existing conditions analyses, Mr. Boss said the team walked the corridor alignments of the city—north, south, east and west—in the study area to get an understanding and map the movements of traffic functions. He said they noted odd conditions at Fayette and Perry, relating to Kumpf. Then, when they drove a car in the city, he said they discovered interesting puzzles, such as on Fayette, where some spots weren’t accessible. They noted that some streets downtown, like Madison, didn’t connect to other streets, and he said Fulton Street was set up so that motorists had to take a big loop to get around.

Mr. Boss further discussed the 8 conditions outlined in the Existing Traffic Plan they created from their analyses. He noted the loud signalizations for pedestrians at traffic signals, the lack of biking facilities—important to Millennials—and the fact that many of the street trees either needed care or were missing in many spots.

Main Street’s connections to the medical centers were discussed and Mr. Boss noted the great view coming down Main Street Hill. He said it had a nice street “wall,” which he explained as all
those pieces of architecture that made up the walls, or canyons, of a street. He said there were some blank spots but some new businesses had been adding the connections.

Mr. Boss discussed the key sections that were reviewed. He said they looked at the direction and width of the traffic lanes. Typically, he said, the wider the lane the faster the car travels. He noted some brief conclusions of selected streets and discussed the Existing Roadway Sections slides:

- Perry, he said did not carry enough traffic for three full lanes.
- Monroe – is in transition right now.
- Madison – kind of dead ends through the city.
- Jefferson – lots of lanes and intermittent parking availability.
- Adams – the same way; a little wider than Jefferson.
- Fayette – interesting; on the freeway side, there’s not a lot happening, but it has opportunity.
- Hamilton – same way; some vacancies; at the bottom of the hill, it widens up again.
- Main Street – great opportunity.
- Fulton – there were opportunities there; it’s closed right now; some comments were to open it up; some said make it a park.
- Kumpf – interesting. Is two-way for a block; one-way for three, odd at Perry, then gets really big again until it goes over the bridge. It is dying to have a little clarity.

Mr. Boss said the team used the road section information and looked at the workshop comments, best practices and metrics, and balanced the art and the science to present the “first pass” tonight. He said there may be some surprises in the items to be discussed.

The Transportation Planning Methodologies slide was presented. He described the 15 methodologies as being guiding principles that required balance with other things like traffic signals and bike lanes, because they effect walkability. Regarding item #4, he said on-street parking was the single greatest item to help retail businesses. Regarding item #5, he said dedicated turn lanes made people a little less likely to stop. He said many cities were reducing traffic lanes, in order to balance those with the actual growth and development they had realized. Regarding item #13, Maintenance Strategies, he said durable materials were key. He said Peoria needed a great urban street tree canopy, which could be transforming to a city. Regarding item #15, he said a Clear Design Vision was needed, especially in the Central Business District (CBD) to make it identifiable.

Mr. Boss discussed the Proposed Traffic Circulation slide and suggestions for separating pedestrians and traffic. He briefly noted the following big ideas:

- Adams and Jefferson as two-way streets—scaled down a bit;
- Jefferson and Adams needed street diets; suggested taking them down to three lanes with one lane in each direction and a center turn lane;
- Adams – Jefferson: three lanes on Jefferson going west and three lanes on Adams going east and adding a bike lane. It keeps the one-way solution but one of those lanes is dropped; three lanes will still handle a lot of traffic. A center turn lane and lanes in each direction and a bike lane on each side of the street could be added with paint alone.
- Glendale and Kumpf - He said the alignment should be re-worked, as there were high speeds and wide alignments, which scare pedestrians.
- Give Fayette a lane going north with a left onto Glendale; one lane going north and two lanes going south.
- Fulton Street – should go through because it connects a big piece of downtown with City Hall and the Civic Center. It would be great to connect the city with the entertainment to the south.
- Regarding Glendale at Fayette, he suggested slowing down some cars there for connectivity between the CBD and medical centers. He said the sidewalks were a little tight there for pedestrians.
- Perry – Reconfigure it to take away the curve and give it a connection from the east and west.
  - Like Main Street, Perry also has a nice street wall.

Mr. Boss discussed the Proposed Parking considerations. He said the parking diagram was reviewed with the steering committee. He said Monroe, Madison, Fulton, Liberty, Harrison, and some of the streets moving west in the Warehouse District had 100 feet of right-of-way, which could be narrowed for two lanes of traffic and angled parking on some streets. He said they had discussed angled parking with six different cities; some similar cities to Peoria; some larger. He said many cities used back-in angled parking because it worked better for cars to pull out without having blind spots and it minimized conflicts with bikes and cars.

Regarding accessible parking considerations for street parking, Mr. Boss said many cities were adding one handicapped accessible parking spot for each 25 stalls and placing them according to ADA and Best Practices standards. He pointed out that on-street parking provided a buffer for pedestrians and vehicles and made walkability safer.

Mr. Boss discussed the Bike Lane Considerations. Depending on a street’s alignment, he said the ideas ranged from a dedicated bike lane to sharrow lanes. He said Perry Street was a key connection, which would be one of the first streets to transition from one-way to two-way for walkability, bikes and connectivity. Also, he said Jefferson and Adams were nice east-west connections. In their research, he said every city they talked with had seen success attracting cyclists by adding bike facilities. He displayed Google’s Bike Peoria Travel Times to check for travel times and connections around the city of Peoria. He said the Federal Highway Administration guidelines stated that clearly defined facilities, 4-6’ wide dedicated lanes, and great signage worked together to create good bike facilities.

In describing Bike Facility Types, Mr. Boss said bike lanes might be striped, only. In New York, he said, bike lanes were painted a really bright green, but in some cities they were defined only by a decal on the pavement. He explained bike boxes, which held back vehicles in an intersection. Sharrow lanes had clearly-defined special striping in both travel lanes, which he said reminded drivers and cyclists that they shared the lane. He described cycle track facilities, which he said weren’t often used in smaller cities, but more in big cities with higher volumes of automobiles and lanes. He said those consisted of a parking lane and then the bike lane, with plantings separating automobiles and bike facilities.

Mr. Boss discussed Walkability and Open Space ideas. He suggested taking large parking areas where some of it may not be needed and adding green spaces. He said people would walk more and just walking 5 more minutes, one could cover a good distance in downtown Peoria. He said parking, street tree canopies, filled store fronts, and street pushcarts were desirable for a walkable community. A goal would be to have those same amenities in the full Central Business District.
Mr. Boss stated that a large park just north of the civic center would add green space, and green space could also retain some of the storm water that comes off the streets, to help with the combined sewer overflow (CSO) problem in the city. He suggested another place to capture green space was near the medical centers where some parking and sidewalk could be removed and replaced with a community garden, volleyball pits, and children’s garden. He said green working spaces transformed impressions and brought people out of their vehicles to the common space, creating a walkable downtown.

Peoria’s downtown street types were discussed. Mr. Boss said most streets had 11’ lanes, and some which were 11 ½ feet had to be wider because of snow removal and different conditions here. He said there were mixed use developments and new urban developments, and some sidewalks were too wide and some sidewalks weren’t wide enough. He said having a pedestrian zone was essential to building the city and the tax base.

Street Typologies were discussed by Mr. Boss. Regarding Perry Avenue, he discussed the existing three lanes versus having two lanes with a bike lane. He stated that Main Street, Monroe, and Fulton had already changed by the addition of back-in, angled parking, but they needed consistency of design with an urban canopy, places to sit and lots of parking. He said two travel lanes on Hamilton would be adequate, with the addition of a bike lane, on either the inside or outside lanes. Regarding Kumpf Boulevard, he said it was his opinion that two lanes in each direction would probably handle all the traffic there.

Mr. Boss discussed the city’s challenge with CSOs. He said research showed really well drained soils in Peoria, so capturing water from the streets and transferring it to the planting areas with Biosystems, or storing it in a big gravel layer, could take 20% or 50% of the water off of the streets and into the ground.

4. Discussion and Next Steps.

Mr. Boss pointed out the Complete Streets diagrams on the tables and he asked the groups to make notes of their ideas and draw specific additional trees or street lights or other configurations on those diagrams. He said that new information would be utilized for the next workshop.

At 6:37 p.m., those in attendance broke into groups and worked on their notes from the information presented and the diagrams on the tables.

At 7:07 p.m. the groups gave their findings.

Group #1:
- Parking has to work for mass events
- Bike shares
- Streetscapes could and should recognize and celebrate the river
- Can we tie green spaces together to cause a sense of flow
- Liked the idea of bio-retention—should be maximized
- Maintenance is pivotal because items have to be kept nice for the long term
  - Don’t put in poor plant items because they will fail and defeat the purpose
Group #2:
- Add pedestrian-level lights along light poles
- Bike racks; bike shares
- Trash receptacles/recycling receptacles
- Opening Fulton, but closing it for special events
- How to maintain this after it’s installed
- Educating the public on native plants—that they are working plants that may not look beautiful but they are functional
- Growing native plants and using them ourselves; as a source of plant materials for infrastructure and as a business for someone
- Put protected bike lane down the middle of the road as an option for streets that are wide enough for it

Group #3:
- Sidewalk widths – there needs to be more uniformity
- Cement planters – need to make room for those (on Washington they are too close to passenger side for opening and closing doors); make sure they work for parking
- Ideally, some streets should have fewer bike lanes; in the discussion about the proposed bike routes we noted no discussion of where the buses go; ideally one street with less bike lanes but not with bus routes, because bikes don’t interact well with buses
- This group perceived back-in, angled parking as not being popular
- We liked water filtration zones
- Were skeptical that a park at the north of the Civic Center may not get used; should be more in the center of everything
- One street with bike lanes each direction with an opportunity to add more, as needed, but one is good for now, for a connection
- Using a boulevard down the center of the block; could be a turn lane and a boulevard lane at the intersections
- We liked Perry as a bike lane through downtown, but look at it in the northeast for connectivity—it might require routing to Monroe or Madison, once one gets out of downtown area

Group #4:
- Supported and encouraged Complete Streets philosophies.
- Green techniques with storm water solutions being incorporated in all streetscape; with our experiences in the Warehouse District and at Main and University, where they have been implemented, it has been positive.
- Traffic flow and reconfiguring streets: we didn’t have a negative but wanted to point out there are many terrible places where traffic doesn’t work but we have grown used to it.
- Main Street - boulevard and gathering places are great.
- With the parking schemes—need to make sure CityLink stop locations are visible.

Group #5:
- When we are putting in trees, be sure we are not creating total blockade so businesses can’t be found; we don’t want it to interfere with the economy
- Regarding bikes, just adding a buffer or protected buffered bike lanes will take out a whole lot of risk; between bike lanes and automobiles or between bike lane and parking lane or both, would help reduce risk
Adding bike facilities to Main Street Hill could help get cyclists up the hill. (Going down Main Street hill, going up is challenging and most people can’t do it—they will walk; San Francisco has something called the Wiggle, utilizing a few streets to make the easiest way to get up the hills; it is easier here to use Hamilton to Crescent, then left on Crescent, which cuts the hill in half and it’s actually a little descent but it helps bikers get up the hill.)

Group #6:
- We like two-way streets, especially on Adams and Jefferson
- We like opening up Fulton Plaza again
- Connectivity of all streets
- Considering some of the alleys and side streets—they are actually old streets, so make sure we pay attention to them
- Funding plants and getting the right type of plants for the area
- Snow stacking and plow speeds negatively affect old buildings due to salt
- Riverfront public spaces
- We liked the idea of the park, but at Kumpf and Perry; would help connect it
- Phasing in the planning; how will we phase all of this—short bursts or one big master plan
- We like a boulevard on Main—we think that would calm it
- It is very good that Caterpillar headquarters has a green space in their plan.

Group #7:
- Setting priorities—where’s the biggest bang for the buck
- Look at funding that is available and what can we do to attract those types of funds
- Snow storage—these things that we put in would be buried
- Take into account Caterpillar’s planning
- Cedar Street (bridge) access is tight; needs to be looked at
- Sight screenings in the Gateway into Peoria
- Buffered bike lanes
- Utilities – what will happen to some or all poles and wiring
- Federal funding restrictions (has to be repaid if we take back out the items put in using federal funding, i.e. recently “Upgrade 74”—20 year timeline)

5. Public Comment.

Transportation Commissioner Patrick McNamara requested that the final boards presented tonight be posted to the city’s web site.

Mr. Boss said the information would be shared with and posted by the City, and he directed additional comments to be sent to peoriastreets@obj.com. He said his team would work with the city steering committee and continue to progress the plans and ideas in the next coming weeks. He said great comments had been received this evening and that the next public meeting (anticipated to be the last) to share findings and some of the recommendations would take place within four to six weeks.

There was a question about the creation of a master plan to be adopted by the City Council as a strategic plan, and Public Works Director Michael Rogers stated this process would provide needed direction and the techniques with solutions favored by the community for future planning.
In discussion with Downtown Advisory Commissioner Ray Lees regarding Caterpillar’s response to this input, Mr. Boss said the City of Peoria would coordinate with Caterpillar to add these comments and layers to a plan. He introduced Don Mahannah, from Cat, who had been working with Assistant City Manager Chris Setti.

Assistant City Manager Christopher Setti asked those in attendance to send their closing comments at their earliest opportunity to the peoriastreets@obj.com email address. He thanked everyone for the feedback, and he said having a plan allowed improvements to be made to the system as funding became available. He thanked Caterpillar, OJB and all in attendance for being a part of the meeting.

6. Adjournment.

There being no further discussion, the meeting adjourned at 7:35 p.m.

Nick Stoffer, Traffic Engineer

/mb
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: October 15, 2015

SUBJECT: Traffic Regulation: Intersection Control: SW Washington St. & Walnut St. (STOP)

The purpose of this memo is to recommend the installation of an intersection control by Stop sign on a roadway within the City of Peoria. These revisions will be added to, or subtracted from, Schedule “J” as defined in the City Code.

- The Engineering Division requested consideration of this improvement. The primary reason for this request is to better control traffic through the Warehouse District on SW Washington Street at Walnut Street, by slowly metering the vehicles through this Complete Streets corridor.
- The Peoria Police Department also made this request to allow a safer, more efficient access point to the Peoria Police Station. Walnut Street is a major point of access to the Station, and the all-way Stop will provide better access by stopping the vehicles at Washington Street.

Appropriate signs will be posted along or removed from these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “J” of the City Code by the following:

- Install “STOP” signs on SW Washington St. at Walnut St. (which already has STOP signs), making this an ALL-WAY STOP controlled intersection.

This intersection is in Council District 1.

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. Steven Roegge, Police Department
   Sgt. Douglas Hopwood, 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 intersection, at the limits indicated, is hereby designated as a “Stop Intersection”:

Southwest Washington Street Stops for Walnut Street, creating an All-Way Stop controlled intersection.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “J” of the Traffic Code.

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

DATE: ________________________

APPROVED:

__________________________
City Manager

ATTEST:

__________________________
City Clerk

EXAMINED AND APPROVED:

__________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved
Comments: ____________________________

Prepared 10/15/15
TO: Patrick Urich, City Manager
THRU: Michael Rogers, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: October 15, 2015
SUBJECT: Traffic Regulation: Intersection Control: SW Washington St. & Oak St. (STOP)

The purpose of this memo is to recommend the installation of an intersection control by Stop sign on a roadway within the City of Peoria. These revisions will be added to, or subtracted from, Schedule “J” as defined in the City Code.

- The Engineering Division requested consideration of this improvement. The primary reason for this request is to allow the metering of traffic on Washington Street to better control traffic through the Warehouse District. The slower, regulated traffic is seen as an improvement for the Complete Streets corridor.

Appropriate signs will be posted along or removed from these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “J” of the City Code by the following:

- Install “STOP” signs on SW Washington St. at Oak St. (which already has STOP signs), making this an ALL-WAY STOP controlled intersection.

This intersection is in Council District 1.

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. Steven Roegge, Police Department
   Sgt. Douglas Hopwood, 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 intersection, at the limits indicated, is hereby designated as a “Stop Intersection”:

Southwest Washington Street Stops for Oak Street, creating an All-Way Stop controlled intersection.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “J” of the Traffic Code.

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

DATE: __________________________

APPROVED: __________________________

City Manager

ATTEST:

_________________________________
City Clerk

EXAMINED AND APPROVED:

_________________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved
Comments:

Prepared 10/15/15
TO: Patrick Urich, City Manager

THRU: Michael Rogers, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: October 15, 2015

SUBJECT: Traffic Regulation: Prohibited Zones (No Parking Any Time):
W. Hickory Grove Rd. (N. Allen Rd. to N. Granite St.)

The purpose of this memo is to recommend the establishment of a “NO PARKING ANY TIME” zone on the north side of West Hickory Grove Road to a point approximately 1100’ west to North Granite Street. These revisions will be added to, or subtracted from, Schedule “A” as defined in the City Code.

- The Peoria Police Department, the Peoria County Sheriff’s Office, and Dunlap School District are all requesting this restriction. During School drop off and pick up times, vehicles are parking/standing along this narrow roadway and it is causing traffic to back up into the roundabout. Temporary “NO PARKING” signs were installed and it solved the problem. Traffic Engineering visited the site and concurs with this recommendation.

Appropriate signs will be posted along or removed from these designated streets, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule “A” of the City Code by the following:

- Install “NO PARKING ANY TIME” signs on West Hickory Grove Road from N. Allen Rd. to N. Granite St.

This intersection is in Council District 5.

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. Steven Roegge, Police Department
   Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE "A" OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,886 adopted by the City Council on November 13, 2012 and Section 28-183 of the Municipal Code of Peoria, the following roadway section, at the limits indicated, is hereby designated as a "No Parking Any Time" zone:

   West Hickory Grove Road from North Allen Road to North Granite Street.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule "J" of the Traffic Code.

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

DATE: __________________________

APPROVED: __________________________

City Manager

ATTEST:

__________________________
City Clerk

EXAMINED AND APPROVED:

__________________________
Corporation Counsel

[Reviewed by the Transportation Commission:
 □ Approved
 □ Not Approved
 Comments: __________________________]

Prepared 10/15/15
Disclaimer: Data is provided 'as is' without warranty or any representation of accuracy, timeliness or completeness. The burden for determining fitness for, or the appropriateness for use, rests solely on the requester. The requester acknowledges and accepts the limitations of the Data, including the fact that the Data is in a constant state of maintenance. This website is NOT intended to be used for legal litigation or boundary disputes and is informational only. -Peoria County GIS Division

1 inch = 83 feet
<table>
<thead>
<tr>
<th>NO.</th>
<th>TOPIC</th>
<th>ACTION</th>
<th>STATUS (TENTATIVE)</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop a Complete Streets implementation plan</td>
<td>IMPLEMENT</td>
<td>PENDING COUNCIL adoption</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Compare our Complete Streets policy to the Smart Growth American 10 criteria</td>
<td>COMPARE</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Review and incorporate elements of the Heart of Peoria implementation plan into Complete Streets activity</td>
<td>REVIEW BY END OF 2015</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Provide budget input prior to August</td>
<td>REVIEW AT AUGUST MEETING</td>
<td>PENDING</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>Participate in Caterpillar streetscape plan - review other projects</td>
<td>PROVIDE INPUT - NEXT MTG ~ 9/15</td>
<td>NEXT MTG ~ 9/15</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>Review Naperville building code example from Josh Naven</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>Review Onewater committee progress</td>
<td>REVIEW</td>
<td>REVIEW</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>Elect a vice chair</td>
<td>ELECT</td>
<td>PENDING</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Review Street remediation status (sealcoat, etc.)</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>Implement the Bike Master Plan</td>
<td>IMPLEMENT</td>
<td>REVIEW PLAN WHEN AVAILABLE</td>
<td>3</td>
</tr>
<tr>
<td>11</td>
<td>Review City Link north transfer site status</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>12</td>
<td>Review a Main University final report</td>
<td>REVIEW</td>
<td>PREPARE COUNCIL REPORT BACK</td>
<td>3</td>
</tr>
<tr>
<td>13</td>
<td>Develop a one way to two way conversion plan - Jefferson and Adams</td>
<td>CREATE</td>
<td>COUNCIL DIRECTED</td>
<td>2</td>
</tr>
<tr>
<td>14</td>
<td>Review Amtrak connection</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>Discuss Sidewalk snow removal (in preparation for the Council Policy session on July 18th)</td>
<td>REVIEW</td>
<td>COMPLETED</td>
<td>2</td>
</tr>
<tr>
<td>16</td>
<td>Review Special Assessment Program</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>17</td>
<td>Establish speed limit reduction criteria</td>
<td>CREATE</td>
<td>PENDING</td>
<td>3</td>
</tr>
<tr>
<td>18</td>
<td>Review Subdivision ordinance</td>
<td>REVIEW</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>19</td>
<td>Update Thoughfare map</td>
<td>UPDATE</td>
<td>PENDING</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>Finalize manual of practice</td>
<td>CREATE</td>
<td>PENDING</td>
<td>2</td>
</tr>
</tbody>
</table>

<p>| 21  | Review Amtrak connection                                              | REVIEW      | PENDING                    | 1        |</p>
<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Project Name</th>
<th>Description</th>
<th>Product/ Location</th>
<th>Responsibility</th>
<th>Implementing Agent</th>
<th>Feasibility Analysis</th>
<th>Project Financing</th>
<th>Timing</th>
<th>Status</th>
<th>Feasibility</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>GC-1</td>
<td>Town Architect</td>
<td>Establish the position of town architect as part of the City's planning department, to provide assistance on design-related matters.</td>
<td>N/A</td>
<td>Peoria City Council</td>
<td>Planning Department</td>
<td>Planning Department</td>
<td>General Funds</td>
<td>P2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GC-2</td>
<td>Historic Preservation Ordinance</td>
<td>Review the City's Historic Preservation Ordinance to ensure its effective and appropriate enforcement, and to ensure that it works in a coordinated way with other initiatives for neighborhood improvement.</td>
<td>N/A</td>
<td>Historic Preservation Commission</td>
<td>Planning /Economic Development</td>
<td>Planning Department</td>
<td>N/A</td>
<td>P1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GC-3</td>
<td>Streamlining Permitting Process</td>
<td>Establish permitting procedures that offer incentives for developers willing to implement projects in accordance with the goals of the plan.</td>
<td>N/A</td>
<td>Peoria City Council</td>
<td>Inspections/ Planning/ Econ. Dev./ Public Works</td>
<td>Same as Implementing Agent</td>
<td>General Funds</td>
<td>P1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GC-4</td>
<td>Parking Management Plan</td>
<td>Develop a public parking utility and management plan that can effectively address parking issues while removing the parking requirement for new development.</td>
<td>N/A</td>
<td>Peoria City Council</td>
<td>Planning / Public Works Department</td>
<td>Planning Department</td>
<td>N/A</td>
<td>P1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>SR-1</td>
<td>Interstate 74 Improvements</td>
<td>Revision of DOT design for improvements of Interstate 74 in order to minimize disruptive impact on the downtown street network.</td>
<td>Interstate 74</td>
<td>IDOT</td>
<td>IDOT</td>
<td>IDOT/Public Works Department</td>
<td>State Funds</td>
<td>P1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-2</td>
<td>Conversion of One-Way Streets</td>
<td>Conversion of current system of pairs of one-way streets to two-way travel with on-street Parking.</td>
<td>Jefferson and Adams Streets</td>
<td>Peoria City Council</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>Capital Funds</td>
<td>P2</td>
<td>Waiting for plan.</td>
<td>Needs study and plan</td>
<td>Uncertain pending plan and funding</td>
</tr>
<tr>
<td>SR-3</td>
<td>Downtown Traffic Signal Timing</td>
<td>Adjustment of traffic signal timing as way to regulate vehicle speeds on downtown streets.</td>
<td>N/A</td>
<td>Peoria City Council</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>N/A</td>
<td>P1</td>
<td>Currently exists - could adjust to slower speed</td>
<td>Feasible</td>
<td>Completed - could adjust to slower speed</td>
</tr>
<tr>
<td>Ref. #</td>
<td>Project Name</td>
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<td>Product/ Location</td>
<td>Responsibility</td>
<td>Implementing Agent</td>
<td>Feasibility Analysis</td>
<td>Project Financing</td>
<td>Timing</td>
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<td>Feasibility</td>
<td>Completion Date</td>
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<tr>
<td>SR-4</td>
<td>On-Street Parking</td>
<td>Reconfiguration of the downtown streets to provide more on-street parking, including restriping of some streets to allow diagonal parking.</td>
<td>N/A</td>
<td>Peoria City Council</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>Capital Funds</td>
<td>P2</td>
<td>Ongoing - diagonal parking in Warehouse dist &amp; reverse around City Hall area</td>
<td>Feasible</td>
<td>Ongoing</td>
</tr>
<tr>
<td>SR-5</td>
<td>Crosstown Boulevard</td>
<td>Conversion of Interstate 74 to an urban boulevard.</td>
<td>Interstate 74</td>
<td>IDOT</td>
<td>IDOT</td>
<td>IDOT/Public Works Department</td>
<td>State Funds</td>
<td>P3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR-6</td>
<td>Re-design of Main Street</td>
<td>Transformation of Main Street into a boulevard, with a planted median and appropriate street trees on both sides.</td>
<td>Main Street</td>
<td>Peoria City Council</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>Capital Funds</td>
<td>P2</td>
<td>Needs plan and funding - see Downtown Streetscape Study</td>
<td>Feasible</td>
<td>Uncertain pending plan and funding</td>
</tr>
<tr>
<td>D-1</td>
<td>Sears Block Redevelopment</td>
<td>Redevelopment of the Sears block, with the new Lakeview Museum complex as the central and signature component, flanked on either side by mixed use development Including a possible hotel and condominiums.</td>
<td>Site of the now vacant Sears store and its associated parking deck</td>
<td>Peoria City Council &amp; Lakeview Museum</td>
<td>Economic Development &amp; Lakeview Museum</td>
<td>Economic Development</td>
<td>Capital Funds (City Portion) &amp; Private Funds (Museum Portion)</td>
<td>P3</td>
<td></td>
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<tr>
<td>D-2</td>
<td>Downtown Riverfront</td>
<td>Develop a revised specific plan for the downtown riverfront, incorporating proposals for adjacent development and the principles of this plan. Provide 192,500sf commercial; 312,000sf hotel; 662,400sf residential; 133,400sf museum; and 603,200sf or 1,508 spaces new parking.</td>
<td>Central Riverfront adjacent to the downtown core</td>
<td>Peoria City Council</td>
<td>Economic Development</td>
<td>Economic Development</td>
<td>Capital Funds</td>
<td>P2</td>
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<tr>
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<tr>
<td>D-3</td>
<td>Warehouse District</td>
<td>Develop a specific plan for redevelopment of the warehouse district as a center for the arts, entertainment, and fashionable residential opportunities. Provide 50,800sf commercial; 100,900sf flexspace; 60,800sf residential; and 307,200sf or 768 spaces new Parking.</td>
<td>Warehouses and Industrial Buildings along the Riverfront.</td>
<td>Peoria City Council</td>
<td>Economic Development</td>
<td>Economic Development</td>
<td>Capital Funds</td>
<td>P3</td>
<td></td>
<td></td>
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<tr>
<td>D-4</td>
<td>New Street, Warehouse District</td>
<td>Re-develop the existing alley and warehouse buildings as the central spine of the warehouse district. Additionally, provide 48,000sf commercial; 807,000sf residential; and 270,000sf or 675 spaces new parking.</td>
<td>Washington Street</td>
<td>Peoria City Council</td>
<td>Private Sector</td>
<td>Economic Development, jointly, with Private Sector</td>
<td>Private Reinvestment</td>
<td>P3</td>
<td></td>
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<tr>
<td>D-5</td>
<td>WTVP Television Studio</td>
<td>Line existing WTVP Television Studio with flexspace and adjust proposed infrastructure and landscaping changes to accommodate an urban pedestrian environment.</td>
<td>Water and State Streets</td>
<td>WTVP</td>
<td>WTVP</td>
<td>WTVP</td>
<td>Private</td>
<td>P1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-6</td>
<td>Re-opening of Fulton Street</td>
<td>Convert the existing Fulton Street pedestrian mall back to a street that allows vehicle traffic as part of the downtown grid.</td>
<td>Fulton Street between Adams and Jefferson Streets</td>
<td>Peoria City Council</td>
<td>Public Works</td>
<td>Public Works</td>
<td>Capital Funds</td>
<td>P2</td>
<td>Study - see Downtown Streetscape Study</td>
<td>Feasible</td>
<td>Uncertain pending plan and funding</td>
</tr>
<tr>
<td>D-7</td>
<td>Re-design of Caterpillar Garage</td>
<td>Design a new “skin” for the Caterpillar garage in order to enhance its visual appeal and improve its frontage on Water Street</td>
<td>Water Street</td>
<td>Caterpillar Inc.</td>
<td>Caterpillar Inc.</td>
<td>Caterpillar Inc.</td>
<td>Private</td>
<td>P1</td>
<td></td>
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<tr>
<td>Ref. #</td>
<td>Project Name</td>
<td>Description</td>
<td>Product/ Location</td>
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<tr>
<td>D-8</td>
<td>Hospital Campus and</td>
<td>Extend Fulton Street west to Main Street, and restore the street grid at the</td>
<td>Between Civic Center and College of Medicine</td>
<td>Peoria City Council</td>
<td>Public Works</td>
<td>Economic Development, Public Works, &amp; Civic Center</td>
<td>Capital Funds</td>
<td>P3</td>
<td>No plan- see</td>
<td>Uncertain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lower Main Street</td>
<td>expansion of the Civic Center is likely to meet the expansion of the hospital</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Downtown Streetscape Study</td>
<td></td>
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<tr>
<td></td>
<td>Corridor</td>
<td>campus</td>
<td></td>
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<tr>
<td>D-9</td>
<td>Civic Center West</td>
<td>Re-configure the west entrance to the Civic Center in order to improve</td>
<td>Monroe Street</td>
<td>Peoria Civic Center</td>
<td>Peoria Civic Center</td>
<td>Peoria Civic Center</td>
<td>Capital Funds</td>
<td>P2</td>
<td>Uncertain</td>
<td>Uncertain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Entrance</td>
<td>wheelchair access and connection to potential expansion to the west.</td>
<td></td>
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<td>D-10</td>
<td>Riverfront Row Houses</td>
<td>Create a public/private partnership to redevelop the existing public housing</td>
<td>Taft Homes bordered by Eaton, Adams, and Green Streets</td>
<td>Peoria Housing Authority/ Private Sector</td>
<td>Peoria Housing Authority</td>
<td>Peoria Housing Authority</td>
<td>HUD Funds/ Private Investment</td>
<td>P3</td>
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<td>site as a neighborhood of townhouses.</td>
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<td>D-11</td>
<td>Whitewater Race</td>
<td>Create a whitewater race course as an activity center in the riverfront park</td>
<td>Land to the North of the Current Recreational and Fitness Complex</td>
<td>Peoria City Council, Peoria Park District, and Private Sector</td>
<td>Private Sector</td>
<td>Economic Development, Peoria Park District</td>
<td>Private Investment</td>
<td>P3</td>
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<td>Course</td>
<td>to the north of the RiverPlex.</td>
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<tr>
<td>N-2</td>
<td>Southern Gateway Area</td>
<td>Redevelop the Adams Street Corridor as a major gateway into downtown Peoria</td>
<td>Redevelop the Adams Street Corridor as a major gateway into downtown Peoria</td>
<td>Private Sector</td>
<td>TBD</td>
<td>Economic Development; Planning &amp; Neighborhoods</td>
<td>HUD Funds/ Private Investment</td>
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<td>N-3</td>
<td>Southern Gateway</td>
<td>Redevelop the intersection of Adams and Western as a major neighborhood center.</td>
<td>Redevelop the intersection of Adams and Western as a major neighborhood center.</td>
<td>Private Sector</td>
<td>TBD</td>
<td>Economic Development; Planning &amp; Neighborhoods</td>
<td>HUD Funds/ Private Investment</td>
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<td>Neighborhood Center</td>
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<td>N-4</td>
<td>Adams Corridor Infill</td>
<td>Redevelop an infill pattern along existing Adams Street Corridor, focusing on</td>
<td>Redevelop an infill pattern along existing Adams Street Corridor, focusing on</td>
<td>Peoria City Council, Private Sector</td>
<td>TBD</td>
<td>Economic Development; Planning &amp; Neighborhoods</td>
<td>HUD Funds/ Historic Preservation Funds/ Private Investment</td>
<td>P2</td>
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<td>historical neighborhood center locations.</td>
<td>historical neighborhood center locations.</td>
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<th>Timing</th>
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<tr>
<td>N-5</td>
<td>Model Community Anchor</td>
<td>Develop public/private partnership(s) in order to implement development of model neighborhood centers as &quot;community anchors.&quot;</td>
<td>Develop public/private partnership(s) in order to implement development of model neighborhood centers as &quot;community anchors.&quot;</td>
<td>Peoria City Council; Private Sector</td>
<td>TBD</td>
<td>TBD</td>
<td>HUD Funds/ Private Investment</td>
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<td>N-6</td>
<td>Western Avenue Neighborhood Center</td>
<td>Redevelop the intersection of Western and Lincoln as a neighborhood center.</td>
<td>Redevelop the intersection of Western and Lincoln as a neighborhood center.</td>
<td>Private Sector</td>
<td>TBD</td>
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<td>HUSD Funds/ Private Investment</td>
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<td>N-7</td>
<td>West Main Street Bio-Research Campus</td>
<td>Develop a campus for the bio-research collaborative that is close to the Bradley University campus and contributes to the redevelopment of the West Main Street corridor itself.</td>
<td>Develop a campus for the bio-research collaborative that is close to the Bradley University campus and contributes to the redevelopment of the West Main Street corridor itself.</td>
<td>Peoria City Council; Peoria NEXT; Private Sector</td>
<td>Economic Development; Peoria NEXT</td>
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<td>Various Public &amp; Private Funds</td>
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<td>N-8</td>
<td>YWCA Housing</td>
<td>Adjust design of housing proposed for development by the YWCA in order to make better and more appropriate use of the site.</td>
<td></td>
<td>YWCA</td>
<td>YWCA</td>
<td>YWCA Funds</td>
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<td>N-9</td>
<td>Community Policing</td>
<td>Encourage more extensive or consistent implementation of existing proposals for community policing, particularly in coordination with the development of neighborhood Centers.</td>
<td></td>
<td>Encourage more extensive or consistent implementation of existing proposals for community policing, particularly in coordination with the development of neighborhood Centers.</td>
<td>Peoria City Council</td>
<td>Police Department</td>
<td>Police Department</td>
<td>General Funds; Federal Funds</td>
<td>P3</td>
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<td>N-10</td>
<td>Neighborhood Code Enforcement</td>
<td>Create a more effective and immediate system of code enforcement that is also more responsive to the specific needs of neighborhoods, using a system similar to traffic tickets.</td>
<td></td>
<td>Create a more effective and immediate system of code enforcement that is also more responsive to the specific needs of neighborhoods, using a system similar to traffic tickets.</td>
<td>Peoria City Council</td>
<td>Inspections &amp; Legal Department</td>
<td>Inspections &amp; Legal Department</td>
<td>General Funds</td>
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<td>N-11</td>
<td>Landlord Licensing</td>
<td>Develop a system of licensure for landlords that provides more recourse for the cities and neighborhood residents in dealing with the owners of properties that represent chronic Problems.</td>
<td></td>
<td>Develop a system of licensure for landlords that provides more recourse for the cities and neighborhood residents in dealing with the owners of properties that represent chronic Problems.</td>
<td>Peoria City Council</td>
<td>Inspections &amp; Legal Department</td>
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<td>General Funds</td>
<td>P2</td>
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<td>N-12</td>
<td>Coordinated Neighborhood Initiative</td>
<td>Create a structure to consolidate and coordinate the efforts of the many neighborhood Associations.</td>
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<td>Create a structure to consolidate and coordinate the efforts of the many neighborhood Associations.</td>
<td>Peoria City Council</td>
<td>Inspections &amp; Legal Department</td>
<td>Neighborhood Development</td>
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<td>N-13</td>
<td>Neighborhood Schools</td>
<td>Encourage the continued presence of neighborhood schools and maintain their physical condition at a level appropriate to their importance as neighborhood institutions.</td>
<td>Peoria School District 150</td>
<td>Peoria School District 150</td>
<td>Peoria School District 150</td>
<td>Peoria School District 150</td>
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<td>CR-1</td>
<td>T2 (Rural Reserve)</td>
<td>Designation of land currently characterized by declining industrial uses for future recovery as park land or preserve.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>CR-2</td>
<td>T3 (Sub-urban)</td>
<td>Simplification and adjustment of existing zoning categories relevant to residential Neighborhoods.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>CR-3</td>
<td>T4 (Urban General)</td>
<td>Simplification and adjustment of existing zoning categories relevant to encouraging mixed use development in the downtown and neighborhood centers.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>CR-4</td>
<td>T5 (Urban Center)</td>
<td>Simplification and adjustment of existing zoning categories relevant to encouraging mixed use development appropriate for the downtown.</td>
<td>N/A</td>
<td>N/A</td>
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<td>CR-5</td>
<td>T6 (Urban Core)</td>
<td>Simplification and adjustment of existing zoning categories relevant to encouraging more consistent redevelopment in the central business district, and setting more appropriate guidelines for height and setbacks of buildings.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>CR-6</td>
<td>D (District)</td>
<td>Creation of a special zoning category for areas that require more specific</td>
<td>N/A</td>
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<td>and/or flexible regulation.</td>
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