CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, APRIL 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

INTERNET ADDRESS: www.peoriagov.org

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

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

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

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

ROLL CALL

ANNOUNCEMENTS, ETC.
- Transportation Alternatives Program Funding Request – Rock Island Greenway
- Tri-County Regional Planning Commission’s Regional Bike Plan
- City of Peoria Master Services Agreements for 2016-2018 Professional Engineering Services

MINUTES

AGENDA ITEMS

ITEM NO. 1: REPORT BACK RE: BICYCLE LANE STRIPING for LOCAL RESIDENTIAL STREETS and/or RESIDENTIAL COLLECTOR STREETS

ITEM NO. 2: PRELIMINARY DISCUSSION Regarding City of Peoria’s Ordinance Submittal for SMART GROWTH AMERICA COMPLETE STREETS CITIES LIST.

ITEM NO. 3: OTHER ITEMS OF INTEREST to the Transportation Commissioners:
   A UPDATED Transportation Commission WORK ITEMS CHARTS
      a. task content and timing; timeframe (length) for each task; ranking and order; any additional tasks (i.e. criteria for neighborhoods submitting traffic requests)

UNFINISHED BUSINESS

1. CONSIDERATION of Proposed Request AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:
   A CONSIDERATION of a REQUEST to CONVERT FREDONIA AVENUE, Between COOPER STREET and WESTERN AVENUE, from TWO-WAY TRAFFIC to ONE-WAY TRAFFIC. (Letter of Request from Moss Bradley Residential Association and Location Maps Attached) [District 2]

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, MAY 17, 2016

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:00 p.m. on Tuesday, March 15, 2016, 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 Joe Messmore, and Commissioner Randall Ray - 9.

Commissioners Absent: Commissioner Dan Adler, Commissioner Patrick McNamara and Commissioner Michael Vespa - 3.

Others in attendance included City Traffic Engineer Nick Stoffer, Civil Engineer II Jane Gerdes, Community Development Planner Josh Naven, City Consulting Engineer Karen Dvorsky of TERRA Engineering, RE/MAX Traders Unlimited President Jeff Kolbus (arrived 3:05 p.m.), Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander (arrived 3:25 p.m.), and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS, ETC.

Transportation Alternatives Program Funding Request – Rock Island Greenway

Mr. Stoffer announced he had submitted an application through the Tri-County Regional Planning Commission for a Transportation Alternatives Program (TAP) grant to extend the hiking/biking trail onto the rail bridge over War Memorial Drive. He said it had been passed through PPUATS Technical Committee and would proceed to Policy Committee in early April, to be approved for funding. He explained the grant request was for funding to take the path from its termination at Harvard to extend it to Eureka to an IDOT-planned trailhead at Adams. He outlined IDOT’s plans to renovate the McCluggage Bridge and include bike paths. He said the bridge would need renovating to the extent that IDOT would require it, including raising it since its current 14’ height was 2 to 3 feet lower than current standards. He said the bridge had to be structurally sound.

MINUTES

Commissioner Lyons moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on February 16, 2016, as printed; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

ITEM NO. 1: UPDATE on Manual of Practice (MOP)/Infrastructure Design Standards (IDS) Process by Stakeholders Group. (City of Peoria Civil Engineer II, Jane Gerdes) [Attachment of DRAFT Standards]

Traffic Engineer Nick Stoffer introduced City of Peoria Civil Engineer Jane Gerdes and TERRA Engineering Civil Engineer Karen Dvorsky, who would be discussing the update on the Manual of Practice Design Standards.
Ms. Gerdes gave a brief overview of the Draft Standards, which she said hadn’t changed since 1972. She noted the drivers for the effort were the update of the City’s Strategic and Comprehensive Plans with the current focus on Complete Streets and pavement conditions. She outlined the seven areas a Stakeholders Group discussed in detail over the previous year and a half, and she introduced Stakeholders Group members Jeff Kolbus of ReMax/Traders Unlimited and Josh Naven, Community Development Planner.

i-Team Director Anthony Corso, also a Stakeholder Group member, arrived at 3:12 p.m.

Ms. Gerdes outlined the current and proposed for seven development standards, as follows.

Street Width – Referring to page 6 of the handout, she stated the current standard in the subdivision ordinance for local streets was for 34 feet width, face to face of curb. She said the proposed width was for 28 feet, or 7 to 8 feet narrower than current.

Pavement Design – She described the pavement design as being in line with Complete Streets standards, but it’s thicker. She said IDOT and industry experts were consulted and the proposed was for thicker concrete but with an asphalt overlay and gravel base, or thicker full depth asphalt with a gravel base. The gravel will be the construction platform during construction, she said, so heavy trucks won’t damage the subgrade. She noted the width and thickness were tradeoffs in the cost of the item.

Testing and inspections. The stakeholders group recommended a per lineal foot inspection fee as a known cost to the developer. In return, she said, no warranty would be required.

Sidewalk would now be required in all types of zoning, she said. She said the question of when the sidewalks should be constructed was a compromise, and the recommendation was a change from two years after 80% of the lots are developed, to one year after 70% of the lots are developed—on a per block basis.

Stormwater Management – She explained the detention requirements stayed the same and an addition was made of a requirement for 100-year flood routing so that development engineers would have to provide a plan for very extreme storms. Also, she said the capture of the first inch of the rain would be required, which would help flooding and encourage green infrastructure.

Street Lights – The City’s Comprehensive Plan includes street lights requirements. After much discussion, she said the Stakeholders Group decided they would not recommend street lights requirements in new subdivisions. She explained it would be information recorded with the plat that the developers opted out of adding them and that the City of Peoria would not participate in any future costs.

In further discussion with the Commissioners, Ms. Gerdes explained the objection to the requirement of street lights was cost, but also ongoing maintenance costs. She said the intent was to leave it optional and if the developer provided lights, they would have to be designed to city performance and equipment standards.

Commissioner Ghareeb expressed concern that once street lighting was made optional, it probably was not going to happen.

Ms. Dvorsky reiterated that, considering the 7 items and their total costs, the street lighting fell to the bottom and was proposed by the Group as optional.

Street Trees – The Stakeholders Group recommended changing the ordinance to require street trees. Ms. Gerdes explained the city would grow and plant the trees. She said new forestry recommendations were that 1” diameter trees grow and adapt better than the 4” diameter trees. She said they proposed one per 60 feet or a minimum 1 per lot, and two per corner lot. It was proposed for the city to plant the trees in September, as that was more cost effective and efficient for maintenance.

Finally, Ms. Gerdes outlined Page 20, the Peer Community Comparison matrix and Page 5, the Incremental Initial Cost of the Proposed Standards. She explained the proposed standards would affect future development, but would not affect any areas with a current annexation agreement.
During further discussion about the street trees, Mr. Corso stated a discussion would be held next month with the Peoria Urban Forestry Board on adapting the city's tree program to better serve the issues and the best way to leverage funding sources.

Commissioner Lott stated he supported the recommendations, but he could see a challenge for the utilities to be able to locate their structures within the 60 feet available in the proposed street width.

Ms. Gerdes explained the utilities were involved in the Stakeholders Group and that the more shallow utilities generally go in the front yard easements. She said they could go in the 10' wide planting strip or go under the pavement, but there was no perfect solution.

Mr. Stoffer noted since they would be new roads, there should be significant discussion involved before the construction of the utilities.

Secondly, Commissioner Lott pointed out that requiring asphalt pavement could create a market condition that may be difficult. Ms. Gerdes said it had been discussed and 7 pavement designs were considered, with concrete having the poorest life cycle. She said their recommendation for a future ordinance was that the developer could propose a different pavement structure, subject to approval by the city.

Regarding the stormwater requirement for the capture of the first inch of rainfall, Commissioner Lott said the challenge was poor storage and infiltration. He said the long term maintenance would be on the homeowners association. As was reflected on page 16 of the handout, Ms. Dvorsky stated some stakeholders asked the city to take over all of these. She said there was some benefit to that but it needed to go through extensive discussions.

In discussion with Commissioner Ray regarding the Fire Department's previous public safety concerns about road width, Ms. Gerdes stated they currently provide fire response on streets with many different widths.

Commissioner Ray expressed concern that the 28 feet roadway width would not allow space for painted bike lanes, which would preclude these new streets from connecting to other areas of town connected by bike lanes.

Ms. Gerdes stated she would research that question and report back.

In discussion with Commissioner Herz regarding the proposed inspection fees, Ms. Gerdes explained the Stakeholders Group polled other communities and settled on having developers paying for the inspection and not having that subsidized by the city's general fund. She said it was about 5% of the construction cost, which is reasonable in the industry, but it would be an increase in cost and a transfer of responsibility. Since the new road being built would be inherited by the taxpayers, she said it should be received as a good asset.

Since those costs were subject to inflation, Mr. Stoffer suggested the issue should be revisited 10 years from now, and Ms. Gerdes agreed that was a good suggestion and would make it a living ordinance.

After a brief discussion, Ms. Gerdes clarified that she solicited the Commissioners’ comments and input on the draft language. She stated the Planning and Zoning Commission would have final input and present it to the City Council for adoption.

Mr. Jeff Kolbus, of ReMax/Traders Unlimited, stated his firm currently had three subdivisions in the City of Peoria. He offered his appreciation for the group’s work, but he expressed concern that these decisions had an effect on their ability to compete. He said he would be making the point at every city administrative level that these costs would trickle down, so the consumer will see this cost. He said the competitive development will affect the City of Peoria itself, developers, and homeowners through poorer lot sales, new construction sales and homes in sales inventory.
Chairman Hudson and the Commissioners thanked Mr. Kolbus for the information he provided, and Engineers Gerdes and Dvorsky for their presentation, and they left the meeting.

**ITEM No. 2:** CONSIDERATION of Proposed Request AMENDING the TRAFFIC CODE of the City of Peoria. As Needed:

A CONSIDERATION of a REQUEST to CONVERT FREDONIA AVENUE, Between COOPER STREET and WESTERN AVENUE, from TWO-WAY TRAFFIC to ONE-WAY TRAFFIC. (Letter of Request from Moss Bradley Residential Association and Location Maps Attached) [District 2]

Mr. Stoffer previewed the request from the Moss Bradley Residential Association to convert Fredonia Avenue, between Cooper and Western, from two-way traffic to one-way traffic. He stated the conversion would go before the City Council in the form of an Ordinance, which would be drafted with recommendation from the Commission.

Mr. Stoffer explained the street was currently one-way from Duryea to Cooper and that the most recent change added the block in front of Whittier. He said there were continuing complaints from the neighborhood that the one-way itself was causing cut through traffic through the school and some of the alleys around there. He said the neighborhood felt making it one-way all the way to Western Avenue would alleviate the cut through traffic. He said, from a traffic point of view, he believed the conversion would make it less confusing for the traveling public, because it's a change of pace in the residential roadway.

Chairman Hudson said he was very familiar with this area and that families picking up children had to arrive half an hour earlier to get close to the school. He said he wasn’t sure the conversion to one-way down to Western would really alleviate the cut through traffic.

The Commissioners expressed frustration about being asked to make these recommendations without having enough information from those making the request. Commissioner Herz suggested the Commission concentrate these requests only at specific meetings, so that there was time to plan and to ask for additional supporting documents, if necessary. Also, he said, it should be mandatory that those requesting these changes be in attendance for the discussion.

Commissioner Lott moved to defer the request for one month to the April 19, 2016 Regular Meeting of the Transportation Commission and to direct Mr. Stoffer to contact the Moss-Bradley Neighborhood Association and ask them to attend the meeting to address the request; seconded by Commissioner Herz.

Approve by unanimous viva voce vote.

**ITEM No. 3:** OTHER ITEMS OF INTEREST to the Transportation Commissioners.

Update from CityLink

Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander reported that CityLink had been using Google Transit to make the older bus stops signed to help with efficiencies and quality of service. He said they recently made some changes to help streamline the boarding process. He said the installation of an additional 23 shelters would begin in April and continue through the construction season. Of the new shelters, he said 50% were in areas that did not previously have shelters. He invited the Commissioners to contact him if they knew of any requests for additional shelters. He said the 75 benches removed last year were being replaced with benches that better meet ADA standards.

The Commissioners thanked Mr. Alexander for the information he provided.

**UNFINISHED BUSINESS**

None.
NEW BUSINESS

Green Drinks Peoria

Commissioner Herz gave an update on the Green Drinks Peoria meeting in early March. He said i-Team Coordinator Anthony Corso gave a presentation regarding Complete Streets. There was also a discussion concerning collaboration opportunities for many groups on different areas, he said, so that development opportunities had a better chance to become reality.

PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, April 19, 2016 at 3:00 p.m.

Adjournment

There being no further discussion, Commissioner Messmore moved to adjourn the meeting; seconded by Commissioner Lyons.

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:09 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: Nick Stoffer, City Traffic Engineer
Jane Gerdes, City Civil Engineer II
Karen Dvorsky, City Consulting Engineer – TERRA Engineering

RE: REPORT BACK RE: BICYCLE LANE STRIPING FOR LOCAL RESIDENTIAL STREETS AND/OR RESIDENTIAL COLLECTOR STREETS

DATE: April 19, 2016

At the March 15, 2016 Commission Meeting, Commissioner Ray questioned whether the proposed subdivision standard for 28 feet roadway width would allow space for painted bike lanes. Staff provide this Report Back on the need to stripe local residential streets and/or residential collector streets for bikes.

Per the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, typical applications for bike lanes include streets that have 3,000 or more vehicles per day, on streets with a posted speed of 25 mph or greater, and on streets with high transit vehicle volume. Residential streets are lower speeds with lower volumes, and an environment where it is actually safer for bicycles to not be restricted to a 4-6’ bike lane, but rather have the ability to share a full lane with vehicle traffic. The narrower lanes allow a bicyclist to occupy a full lane when needed (for instance, when there is an oncoming vehicle and not enough room for both the oncoming vehicle, a passing vehicle, and a bicyclist), but also allows the bicyclist to shift to the right when it is safe for all road users to let a vehicle pass. If the lanes are widened to stripe a bicycle lane on a residential street, the wider pavement tends to lead to increased vehicle speeds along the neighborhood street, leading to conditions that are less safe for bicyclists and pedestrians.

Currently, the City doesn’t stripe residential streets for cars (or bikes). If striping for a particular location is considered beneficial, we have an option to use shared lane markings for streets that are not wide enough for separate bike lanes.

For shared lane markings, the NACTO Guide states that their benefits alert motor vehicles to the potential presence of bicyclists, indicates a proper path for bicyclists through difficult or potentially hazardous situations (like railroad tracks), advertises the presence of bikeway routes to all users, and shows where in the lane the bicyclist should be riding, among other reasons. They should be used where speed differential between a vehicle and bicyclist are low; vehicle volume is low. For local/residential streets, they work best when indicating a path for a bicyclist to take, like a bike boulevard/neighborhood greenway, where if a bicyclist follows the sharrows, they’ll have a stress-free (or at least less stressful) route to get to a destination. That would be more useful than placing them anywhere along neighborhood streets but not having a destination. We have seen them in locations with fairly heavy traffic, which is what we may have to do on some of our roads that are required for connectivity, but no width for striping.

We invite your further comments.
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## TRANSPORTATION COMMISSION WORK ITEMS

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<td>9</td>
<td>02/15/17</td>
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<tr>
<td>Discuss Sidewalk snow removal (in preparation for the Council Policy session on July 18th)...</td>
<td>8</td>
<td>02/15/17</td>
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<tr>
<td>Review Amtrak connection</td>
<td>8</td>
<td>02/15/17</td>
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<tr>
<td>Review Naperville building code example from Josh Haven</td>
<td>7</td>
<td>02/15/17</td>
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To Whom It May Concern:

It has come to the attention of the Moss Bradley Residential Association (MBRA) that there exists concerns about traffic related issues from residents adjacent to Whittier school. The issues have been identified as congestion and cut-through traffic during school hours and events at Whittier.

These issues were discussed with and addressed by city staff present at the February 3, 2016 MBRA membership meeting. During this discussion, a number of solutions were presented including converting Fredonia Avenue to a one-way street from Cooper to Western Avenue. City staff suggested this could have the benefit of preventing some of the cut-through traffic.

Also discussed at the meeting, and in subsequent correspondences, there is a concern about unintended consequences of converting Fredonia into a one-way street. MBRA is aware of this.

The Moss Bradley Residential Association supports the need for converting Fredonia into a one-way street from Cooper to Western Ave. With this support comes the caveat of the city and Transportation Commission to address any and all traffic issues that arise from this change including increased traffic along adjacent streets, specifically Barker Ave.

I thank you in advance for your consideration of this request and am available to discuss it with anyone from the city or the Transportation Commission. To do so, please contact me at 309.369.2037.

Regards,

Brian Buralli, President
Moss Bradley Residential Association