CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, APRIL 18, 2017

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.

MINUTES – Regular Meeting of February 21, 2017

DISCUSSION NOTES – Complete Streets Seminar of March 21, 2017

AGENDA ITEMS

ITEM No. 1: CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. UPDATE: Information as requested for NORTH ORANGE PRAIRIE RD (War Memorial Drive to Fieldstone Drive) from 40 MPH to 30 MPH [District 5];

B. Petition and Letter to City Manager Urich from DOWNTOWN DEVELOPMENT CORPORATION OF PEORIA to Establish TWO-HOUR PARKING from 8 a.m. to 5 p.m. Weekdays in the WAREHOUSE DISTRICT, on SW ADAMS STREET (Between Spencer and Walnut) and on SPENCER, PERSIMMON, MAPLE, MAY, OAK, STATE & WALNUT STREETS (Between SW Washington Street and SW Jefferson Avenue), with attached Location Maps (Amends Schedule E). [District 1]

C. Request from Staff with concurrence from Peoria Public Schools staff to remove obsolete school Flashers at intersections of PERRY & HANCOCK and MONROE & HANCOCK and replace with crosswalk signage. [District 1]

D. Request from Peoria Public Schools to change the stop configuration at the intersection of FOLKERS and FREMONT (Amends Schedule J – All Way Stop). [District 1]

E. Request from Peoria Public Schools to change the stop configuration to all-way stop at the intersection of FOLKERS and HUMBOLDT (Amends Schedule J – All Way Stop). [District 1]

ITEM No. 2: REVIEW and DISCUSSION of BICYCLE WAYFINDING PLAN, with RECOMMENDATION to CITY COUNCIL for ADOPTION.
A Bicycle Wayfinding Plan has been developed for the City by Alta Planning + Design. This plan will help guide staff for location and styles of wayfinding signage for bicycle routes and trails. Copies of the draft guidebook have been distributed to the Commission for discussion and recommendation to City Council.

ITEM No. 3: DISCUSSION of Transportation Commission WORK ITEMS:

A. DISCUSSION and DEVELOPMENT of a TRAFFIC CALMING POLICY, Including Content and Schedule for Completion:

UNFINISHED BUSINESS
Link to Vision Zero: http://visionzeronetwork.org/about/what-is-vision-zero/
NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, MAY 16, 2017

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:00 p.m. on Tuesday, February 21, 2017, 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: Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Patrick McNamara, Commissioner Art Remsik, and Commissioner David Smesrud - 6.

Commissioners Absent: Commissioner Dan Adler, Commissioner George Ghareeb, Commissioner Bernie Goitein, Commissioner Nathaniel Herz, and Commissioner Joe Messmore - 5.

Others in attendance included iTTeam Coordinator Anthony Corso, Mr. Bradley Dunham, Ms. Melissa Klabel, Mr. Ron Budzinski, Peoria Police Sergeant Doug Hopwood, Peoria Police Lieutenant Ernest McCall, Traffic Engineer Nick Stoffer, and Public Works Administrative Specialist Ruth Blancador.

ANNOUNCEMENTS, ETC.

- Welcome to Transportation Commissioner Art Remsik
- Second Public Meeting re: MacArthur Highway Bridge Replacement Project to be held at 6 p.m. on Tuesday, February 21st at Valeska Hinton School, 800 W. Romeo B. Garrett Avenue
- Public Meeting re: Folkers Avenue Reconstruction (Latrobe to Fremont) to be held from 5:30 to 6:30 p.m. on Wednesday, February 22nd in the Library at Trewyn Middle School

MINUTES

Commissioner Lyons moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on November 15, 2016, as printed; seconded by Commissioner Lott.

Approved by unanimous viva voce vote.

ITEM No. 1: CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. PETITION from Current Area Residents on WEST STONEBRIDGE COURT Requesting the REDUCTION in SPEED LIMIT (Schedule S) on NORTH ORANGE PRAIRIE RD (War Memorial Drive to Fieldstone Dr) from 40 MPH to 30 MPH, with Speed Study Attached [District 5];

Mr. Stoffer outlined the request and referred to the Petition from the residents of West Stonebridge Court which requested the speed limit on North Orange Prairie Road between War Memorial Drive and Fieldstone Drive to be lowered from 40 to 30 miles per hour. He said the straight part of Orange Prairie Road was posted at 40 miles per hour and the curved area was 30 miles per hour. If the speed limit was to be lowered, he said his recommendation was for 35 miles per hour, in keeping with the findings of the traffic study.

Mr. Brad Dunham, 5401 W Stonebridge Court, Peoria, thanked the Commissioners for the opportunity again address the matter. He said his chief concern had always been the speed limit. From the entrance
off War Memorial Drive, he said the road was posted at 40 miles per hour but, from that point forward, the roadway was downhill and cars picked up speed even in the area posted 30 miles per hour. He expressed concern about the speeding traffic near Charter Oak Park and the intersection of Orange Prairie Road and Stonebridge Court. He pointed out that conditions had changed since the road was built, as there were more houses and pedestrians. He said the neighborhood was asking for the speed limit to be posted consistently at 30 miles per hour along the entire roadway, for police enforcement when possible, and for some sort of traffic calming measures to be placed. He said it was his opinion the hours between 6 and 9 a.m. and 3 and 7 p.m. were when the speeding was at its worst.

Police Sergeant Doug Hopwood stated he did not believe traffic would travel 30 miles per hour, even if the speed limit was posted as such. He said the Police Department had instituted six traffic projects on Orange Prairie Road in the past couple of years and that many speeding tickets were written as a result, but, he said, he knew as soon as the enforcement project ended, the problem continued. He suggested another traffic project should be instituted for 30 days, but he said the engineering component of the change would be the best answer to the problem.

Mr. Stoffer stated Orange Prairie Road was on the Bicycle Master Plan but, due to the poor condition of the roadway, he said it was not feasible to add bike lanes at this time. He said adding striping for one travel lane and a bike lane would be a good solution, since traffic in one travel lane would be forced to travel as slow as the slowest vehicle.

Commissioner McNamara discussed the importance of considering the character of the existing roadway. For instance, he said, in the area of the park, the school, and the residential areas, it was already posted at 30 miles per hour, but in the area by War Memorial Drive, with a big, open field, he said 40 miles per hour was allowable. He questioned the outcome of the previous suggestion of posting advance warning signs about the curves ahead.

Mr. Stoffer stated staff could post the advance warning signs and could move one of the speed limit signs before Fieldstone.

Mr. Dunham said the best solution was for traffic calming at the intersection. At the top of the hill, he said motorists couldn’t even see over the hill.

Commissioner Lott said he didn’t support changing the speed limit from 40 to 30 miles per hour because he thought the geometry of the roadway was the real problem. He said existing curb cuts and turn lanes made traveling the roadway as safe as it could be. He requested to know more about the locations of the accidents that had occurred. He said he knew there were accidents by the school intersection, which were probably due to congestion. He said he lived and biked in the area, and he agreed the poor condition of the roadway made biking uncomfortable. He said he hadn’t seen any pedestrians walking on the road.

Commissioner Remsik expressed agreement with Commissioner Lott’s comments. He spoke in favor of posting advance signage of Curves Ahead and posting Speed Limits Strictly Enforced signs.

Commissioner Lyons questioned what other traffic calming options were available for the neighborhood, and he spoke in favor of the Police Department undertaking another traffic project on this section of Orange Prairie Road.

Sergeant Hopwood stated he would initiate another traffic project for the area.

Mr. Stoffer said he would review the situation with the Street Division to determine what type of improvements could take place this year.

Commissioner McNamara moved to defer the item for two months until the April 18, 2017, Transportation Commission Meeting and for additional information on the accident histories to be provided to the Commissioners; seconded by Commissioner Lyons.
Approved by unanimous viva voce vote.

Mr. Dunham then left the meeting.

B. Request from Area Neighborhood Representatives for the REDUCTION in SPEED LIMIT (Schedule S) on EAST FORREST HILL AVENUE (Knoxville Ave to Prospect Rd) from 30 MPH to 25 MPH, with Speed Study Attached [District 3];

Mr. Stoffer explained this speed limit reduction had been planned to take place after the recent road diet that was constructed on Forrest Hill between Knoxville and Prospect by striping in two lanes and a sharrow lane. He said the idea was for the speed limit in this section to be lowered to be consistent with the section of Forrest Hill between Sheridan and Knoxville, which also had a road diet improvement. He explained the item was also brought forward by representatives of Von Steuben Middle School.

In discussion with Commissioner Lott, Mr. Stoffer explained the findings of the speed study and that, besides using the 85th percentile considerations, engineers could set a speed limit by using the average pace of the vehicles and post the limit at the top of that number. He said there also were many driveways and parked cars along this section.

Commissioner McNamara moved to recommend the approval of an Amendment to Schedule “S” of the Traffic Code of the City of Peoria for the Reduction of the Speed Limit on East Forrest Hill Avenue, between Knoxville Avenue and Prospect Road, from 30 miles per hour to 25 miles per hour; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

C. Request from Area Neighborhood Representatives for the REDUCTION in SPEED LIMITS (Schedule S) on NORTH LEHMAN ROAD, NORTH GREAT OAK ROAD, and NORTH GREAT OAK COURT (south of West Nebraska Avenue) from 30 MPH to 25 MPH [District 2];

Mr. Stoffer explained this request came from area representatives and was recommended by Traffic Engineering staff for approval. The area included many apartment complexes with many children present, he said.

In discussion with Commissioner Lyons, Sergeant Hopwood further explained the situation and impacts on the safety of the many little children running and playing in this area.

During the discussion, i-Team Coordinator Corso suggested the Commissioners read a study that had been done, called Vision Zero. He said he would share the information with them, as it included very good research on the relationship between a street’s design and traffic injuries and fatalities. (Secretary’s Note: He later shared the following link: http://visionzeronetwork.org/about/what-is-vision-zero/).

Commissioner McNamara moved to recommend the approval of the Amendment of Schedule “S” of the Traffic Code of the City of Peoria for the Reduction of the Speed Limit on North Lehman Road, North Great Oak Road, and North Great Oak Court, from 30 miles per hour to 25 miles per hour; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

D. Requests from Peoria Police Department and Peoria Public Schools for the Following:
   a. PROHIBITED ZONES (Schedule A - No Parking, Standing or Stopping) on the South Side of EAST REPUBLIC STREET (Wisconsin to Maryland) [District 3];
   b. INTERSECTION CONTROL (Schedule J - All Way Stop) for EAST KANSAS STREET and NORTH MARYLAND AVENUE [District 3];
c. INTERSECTION CONTROL (Schedule J - All Way Stop) for EAST REPUBLIC STREET and NORTH MARYLAND AVENUE [District 3];

Mr. Stoffer explained these requests came from the Peoria Police Department and Glen Oak School. He gave the background on the requests.

Peoria Police Sergeant Doug Hopwood explained the request in paragraph D.(a) was only to change the sign from No Parking to No Parking, Standing or Stopping. He explained there were three or four No Parking signs posted along this route, and that the parents drove toward the school and stopped their vehicles and stood on the side of the road and waited for their kids. Any parents who leave their cars are ticketed, he said, but other than that, there were no other enforcement measures to be done until it could be posted No Standing or Stopping. After that, he said, Parking Enforcement could make them move their cars.

In discussion with Commissioner Lott regarding his question of how the traffic was supposed to flow, Sergeant Hopwood explained the new school’s design included ingress and egress areas from Maryland Avenue and that, as long as the traffic kept moving, it worked well. He said the parents were parking on Republic merely for convenience.

Commissioner McNamara moved to recommend the approval of the Amendment of Schedule “A” of the Traffic Code of the City of Peoria for the Installation of No Parking Standing or Stopping signs on the south side of East Republic Street from North Wisconsin Avenue to North Maryland Avenue; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

Regarding Item 1.D.(b), Sergeant Hopwood explained the Kansas and Maryland intersection had a two-way Stop for north-south traffic, and that east-west traffic had free flow. When children were released from school, there were crossing guards present, he said, but the east-west traffic could be traveling at 35 miles per hour up to this area of children crossing the street. Therefore, the request was to make it an All Way Stop intersection, and the same information was true for Item 1.D.(c), he said.

Mr. Stoffer noted there were other, outside activities in the area, as well, because there was a very busy community building located near this intersection.

After a brief discussion, Commissioner McNamara moved to recommend the approval of Items 1.D.(b) and 1.D.(c), the Amendments of Schedule “J” of the Traffic Code of the City of Peoria to Designate the Intersections of East Kansas Street and North Maryland Avenue and East Republic Street and North Maryland Avenue as All-Way Stop Controlled Intersections; seconded by Commissioner Smesrud.

Approved by unanimous viva voce vote.

E. Petition and Letter to City Manager Urich from DOWNTOWN DEVELOPMENT CORPORATION OF PEORIA to Establish TWO-HOUR PARKING from 8 a.m. to 5 p.m. Weekdays in the WAREHOUSE DISTRICT, on SW ADAMS STREET (Between Spencer and Walnut) and on SPENCER, PERSIMMON, MAPLE, MAY, OAK, STATE & WALNUT STREETS (Between SW Washington Street and SW Jefferson Avenue), with attached Location Maps (Amends Schedule E). [District 1]

Mr. Stoffer referred to the online map of the area and he pointed out the parking lot at Adams and Oak Streets, which had 24 parking spots.

The Commissioners opened the floor to anyone wishing to discuss the request.

Ms. Meliss Klabel, owner of a business at 820 SW Adams Street, Peoria, said her clients stayed at her business longer than two hours, so two-hour parking would not be helpful for her business. She said it
was her opinion that parking was a problem only during the lunch and dinner hours, or it could become a problem as more development came about. She said two hours was not a lot of time, especially since her patrons frequently went over to Sugar or the new coffee shop, after they left her business.

Mr. Stoffer said the mindset was to create turnover in the area, to discourage all-day parking so that visitors would become accustomed to it as the area developed. He said the Transportation Commission was asked to discuss these issues that will come up to develop ways to aid the businesses as they developed in the area.

In answer to Commissioner Lott’s question regarding employee parking, Ms. Klabel said she was the only employee at her business and she parked behind the property. She did express concern that her disabled clients had to park across the street, by the coffee shop, at the only area parking spot for the disabled.

Commissioner Remsik questioned the two-hour limit, and he suggested a four-hour limit be considered.

Ms. Klabel said a four-hour limit would be more beneficial to her business.

Mr. Stoffer stated the city’s position was to let the area businesses drive the need.

Commissioner Smesrud said parking meters and pricing ultimately provided the turnover that was desired by the city.

There was a discussion regarding the two-hour time limit and the time limits in other parts of the downtown area. The consensus of the Commission was that Downtown Development Corporation President Michael Freilinger should be invited to a meeting to provide more information on the request.

Commissioner Lott moved to defer the item until the April meeting of the Transportation Commission and to invite Mr. Freilinger to attend to provide more information on the request; seconded by Commissioner Lyons.

Approved by viva voce vote.

ITEM NO. 2: DISCUSSION of Transportation Commission WORK ITEMS:
A. DISCUSSION and DEVELOPMENT of a TRAFFIC CALMING POLICY, Including Content and Schedule for Completion:
   a. Reference Chapter 10. Traffic Calming, of the Model Design Manual for Living Streets here;

Handouts which included information regarding web links to traffic calming programs and policies of other communities were distributed by Commissioner McNamara to all members of the Commission who were present. He gave an overview of the materials he had pulled together to aid them in their approach to the work.

Mr. Stoffer said the finished product would be in booklet format that should include information on Goals and Objectives, Process, How to Submit Requests for Traffic Calming, and How Reviews are Handled. He briefly discussed the Draft Outline he had prepared which was included with the Agenda packet.

Commissioner Lott again suggested that emergency services staff be included in the process. He said this was a good start, and he discussed the importance of having the right tools to create an efficient process.

As a result of further discussion, it was the consensus of the Commissioners for Mr. Corso to share the Draft Traffic Calming Policy Preparation Outline and other preliminary information with the National Complete Streets Coalition group and to request their feedback, since they planned a visit with presentations to city staff and interested parties, in March.
For the Commission to start the process of creating Peoria’s Traffic Calming Policy, Commissioner McNamara suggested they discuss it in pieces, with the Introduction, first. He suggested they next proceed with comparing sections of Chapter 10 of the Livable Streets Design Manual with the Draft Outline and language from a couple of the different sources he noted on his handout. He noted that some communities merely used a context sensitive or administrative review approach to requests, while others required formal petitions to be filed.

Mr. Stoffer stated he would bring back more information in that format for review at the April meeting of the Commission.

B. REVIEW and DISCUSSION of COMPLETE STREETS CHECKLISTS for
   a. Proposed Improvement of Western Avenue (Lincoln to Adams);
   b. Proposed Improvement of Harvard Avenue (Shady Oak to Purdue);

Mr. Stoffer gave a brief overview of the Project Checklists for the Western Avenue and Harvard Avenue projects and the input given to each by their respective project engineers. He noted he had revised the Checklist to incorporate comments from the previous meeting, by adding a column for Next Steps, a line for Coordinating CSO Activities, and a line for Coordination with Other Departments or Agencies.

Mr. Stoffer said he would ask Project Engineer Steve Letsky to begin a Complete Streets Checklist for the pending Folkers Avenue Reconstruction Project and to discuss its process with the Commission at a future date.

In discussion with Commissioner McNamara regarding metrics reporting, Mr. Stoffer said the city engineering staff was utilizing a spreadsheet they had developed in order to track Complete Streets items that had been accomplished on their projects.

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

   A. UPDATE on Final DOWNTOWN STREETSCAPE MASTER PLAN – (on DropBox—Ruth will invite you to the folder);

Mr. Stoffer stated the final Downtown Streetscape Master Plan contained good information that would be useful to the City, going forward. He noted the Complete Streets and Bicycle Master Plan items it endorsed, such as narrowed roadways and added pedestrian zones, bicycle facilities, street trees and parking, and different types of crosswalks. He said some of the suggested pilot projects may be brought forward in future capital budgets. He said the Downtown Advisory Commission had approved the Plan and recommended it to the City Council for adoption, and that the Transportation Commission was asked to do likewise.

Commissioner Lott said he attended the Downtown Advisory Commission meeting when the Plan was recommended for adoption to the City Council and there had been good discussion, even in light of the recent announcement that Caterpillar was relocating their corporate headquarters to Chicago. He said it was yet another Plan and it had value toward implementation of these projects when funds became available, and as an example to the Illinois Department of Transportation and other regulatory agencies who reviewed the city’s infrastructure projects.

Mr. Stoffer agreed, and he said the Plan provided an update to city infrastructure standards and also included water infiltration elements that addressed Combined Sewer Overflow issues.

Commissioner McNamara moved to recommend the Final Downtown Streetscape Master Plan to the Peoria City Council for adoption; seconded by Commissioner Smesrud.

Commissioner Lott said he would abstain from the vote due to his employer’s involvement in the matter.
Motion to recommend the Final Downtown Streetscape Master Plan to the Peoria City Council for adoption was approved by viva voce vote; Abstentions – 1 (Lott).

B. UPDATE on Status of Scheduling Smart Growth America – NATIONAL COMPLETE STREETS COALITION With Possible Action Regarding SETTING A MEETING in March, 2017 – i-Team Coordinator Anthony Corso.

i-Team Coordinator Anthony Corso announced Emiko Atherton of the National Complete Streets Coalition would be visiting Peoria on March 21 and March 22 for discussions on the benefits of Complete Streets. He said the public discussion portion of the presentation was planned during the afternoon of March 21st, during the time the Transportation Commission normally had its regular meeting. He said the format was a 90-minute session at the Peoria Riverfront Museum, with group discussions and a walking tour to view the recent changes that had been made in the adjacent areas. He said the goal of the visit was to demonstrate the value to the community of the economic development that derived from Complete Streets. He explained part of the staff training that was scheduled for March 22nd would be working through checklists and discussion of the implementation of Complete Streets. He said he would send the final schedule information to Mr. Stoffer to pass along to the Commissioners.

Commissioner Lott moved to move the March 21, 2017 Regular Meeting of the Transportation Commission to adjoin with the National Complete Streets Coalition at the Peoria Riverfront Museum on Tuesday, March 21st, 2017 from 3:30 til 5:00 p.m.; seconded by Commissioner Lyons.

Approved by unanimous viva voce vote.

UNFINISHED BUSINESS

None.

NEW BUSINESS

Peoria Bicycle Wayfinding Conceptual Plans

Mr. Stoffer distributed copies of Bicycle Wayfinding concepts to all members of the Commission who were present. He said they would be included in a booklet to be discussed in future Commission meetings and were useful for advertising the locations of bicycle facilities in the city. He said the Commission eventually would be asked to recommend a plan to the Council for adoption.

PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next Transportation Commission meeting will be held on Tuesday, March 21, 2017 at 3:30 p.m. at the Peoria Riverfront Museum.

Adjournment

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

Approved by viva voce vote. The meeting adjourned at 5:07 p.m.
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:31 p.m. on Tuesday, March 21, 2017, at the Peoria Riverfront Museum Facility, Lakeview Room, located at 222 SW Washington Street, Peoria, Illinois, and with proper notice having been posted.

**ATTENDANCE**

The following Transportation Commission Members in attendance:

**Commissioners Present:** Chairman Joe Hudson, Commissioner Dan Adler, Commissioner Nathaniel Herz, Commissioner Lon Lyons, and Commissioner Art Remsik - 5.

**Commissioners Absent:** Commissioner George Ghareeb, Commissioner Bernie Goitein, Commissioner Brandon Lott, Commissioner Patrick McNamara, Commissioner Joe Messmore and Commissioner David Smesrud – 6.

No quorum was present.

Others in attendance included Mayor Jim Ardis, Councilwoman Denise Moore, City Manager Patrick Urich, Director of National Complete Streets Coalition of Smart Growth America Emiko Atherton, Senior Associate of Stantec, Mike Rutkowski, Public Works Director Scott Reeise, City Engineer Bill Lewis, City Traffic Engineer Nick Stoffer, Assistant City Manager Chris Setti, iTeam Coordinator Anthony Corso, iTeam Members Kate Green and Peter Kobak, City Communications Specialist Stacy Peterson, Community Development Director Ross Black, and Public Works Administrative Specialist Ruth Blancaflor.

Registration for the session began at 3:00 p.m.

A video recording of the presentation is posted on Youtube at [https://youtu.be/OQHXcxExjC0](https://youtu.be/OQHXcxExjC0).

**Welcome and Peoria’s Vision for Complete Streets**

iTeam Coordinator Anthony Corso welcomed those in attendance and thanked them for attending the presentation and taking part in the conversation. He introduced Peoria Mayor Jim Ardis.

Mayor Jim Ardis welcomed the group and acknowledged Councilwoman Denise Moore in attendance. He thanked the Transportation Commission for hosting the presentation, along with the iTeam and Public Works Department staff. He noted the design of streets played a key role in community access and public health and commerce in the City of Peoria. He noted the importance of designing for access for all users and stated the City of Peoria adopted a Complete Streets Policy in 2015 to achieve the best outcomes for the city’s infrastructure. He introduced Public Works Director Scott Reeise.

Public Works Director Scott Reeise gave a brief history of Complete Streets (CS) endeavors for Peoria, which started in 2003 with the Heart of Peoria Plan. He said as funds became available, Complete Streets concepts were included in construction projects. He explained the Combined Sewer Overflow (CSO) issue, whereby untreated sewage overflowed into the river, provided an opportunity to dive deeper into CS concepts, since reducing the amount of paved areas helped reduce overflows. He said CS concepts helped equalize public rights of way for all users, and Complete Streets became one of the first projects the iTeam took on when it came on board with the City.
iTeam Coordinator Anthony Corso introduced and welcomed Emiko Atherton, Director of the National Complete Streets Coalition Program of Smart Growth America, and Stantec Senior Associate Mike Rutkowski.

Introduction to Complete Streets

- Rethinking the Role of Streets
- What are Complete Streets and what is a Complete Streets Policy
- Why Complete Streets Projects, Retrofits, and Right-Sizing are Important
- Who do Complete Streets Benefit
- How do Complete Streets Work - the Different Types of Complete Streets
- When to do Complete Streets

Ms. Atherton stated her National Complete Streets Coalition office was based in Washington, DC. She said she and Mr. Rutkowski had reviewed Peoria’s CS policy and it was a good plan. She explained the national coalition worked to make streets serve everyone. She said it was more than building bike lanes, but focused on changing thinking on transportation planning. The Coalition had helped over 1000 communities in the U.S. to create Complete Streets policies, she noted.

Ms. Atherton reviewed the presentation, noting photos of downtown areas in the 1950s and 1960s which had wider streets which were made to share—driving local businesses, and accommodating cars and pedestrians. She said most of America looked this way at that time. Then she showed a 2017 screen shot of Peoria’s downtown streets, which showed a congested street. She noted CS components were about changing the DNA of a street for all users, so they could believe they could travel from Point A to Point B in a reasonable amount of time, in a safe and accessible manner.

Ms. Atherton discussed the following topics, and she stated Complete Streets made the needs of all users the “default” for everyday transportation planning practices:
- Opportunistically, by taking advantage of something that is already happening;
- Makes streets better each time you touch them.

The need for a Complete Streets policy was discussed. It was noted it is:
- To ensure every project created better streets
- To save money to do something right the first time
- To gradually complete a network of roads that serve all users—everyone can access it
- To apply solutions to address community and schematic inequity
- People moved out of city centers, and created opportunities in neighborhoods with lack of access.
  This creates opportunities for access

Who do Complete Streets benefit?
- Children – research-based strategies to address chronic disease (obesity)
- Older adults – more people want to age in place; to get out more often; they want access to their social networks and churches, through transportation choices
- People living with disabilities – attention to detail for travelers with disabilities and reduction in isolation
- Reduces potential for pedestrian injuries
- Underserved communities

What are Complete Streets?
Types of complete streets were discussed, such as safe routes to schools—with connections to schools in rural communities.
- Busy, multi-modal areas.

Why do Complete Streets?
- Add them to new projects
- Add them when performing normal maintenance
- Add them as retrogrades
The cost of Complete Streets was discussed. Ms. Atherton stated incremental updates, such as pavement striping or changing traffic signal timing could be done without much cost to the community.

Stantec Senior Associate Mike Rutkowski noted the diversity of the different groups represented by those in attendance. He stated he and Ms. Atherton would be meeting the next day with the Urban designers and planners of the streets to discuss the practices of Complete Streets. He stated that Change was the #1 obstacle in any community. He discussed the challenge for outreach and communication so that stakeholders could understand what CS was trying to create. He said the goal was to build consensus.

Mr. Rutkowski said he agreed with Mayor Ardis’ comment that these were public spaces that were being transformed, and that their designs would determine how the taxpayers’ money was spent. He carried out various surveys of the group in attendance to rate the quality of Peoria's streets in attracting new businesses and development; what they valued most in Peoria’s streets, and if it was safety, who should be served in a street's design. He noted that users had to feel safe on the street, but it also had to drive economic development, because increasing density and networks brought back vitality. In the discussion, he noted that congestion and lack of parking were good problems to have, because it said demand was greater than supply.

There was a discussion about how the group wanted the streets to be improved and votes were taken for different options. There were also votes taken on how street improvements should be funded.

In discussion with Ms. Atherton, several among the group noted their interest in the discussion. A Transportation Commissioner noted he was interested in hiking and biking trails and pedestrian facilities. Someone else noted he was interested in supporting the City of Peoria with Complete Streets. Councilwoman Moore outlined the problems with the streets in her District included utility poles in the middle of a sidewalk and wide streets which encouraged speeding.

Ms. Atherton explained how Complete Streets automatically created improvements for the types of communities we wanted live in. She said CS was in all of the solutions to get there; not only because it looked nice, but because it was economically successful, today. She explained the concept of "place making," which was followed mostly by Millennials, who moved to places simply because of place—not because of jobs, but because the place included environments in which they wanted to live.

**Return on Investment of Complete Streets**

Return on Investment (ROI) of Complete Streets – Emiko Atherton and Mike Rutkowski

- Private and Public Investments/Economic Development
- Improved Access to Economic Opportunity
- Health and Social Equity
- Environmental Benefits

Mr. Rutkowski discussed the Returns on Investment derived from Complete Streets infrastructure improvements, such as safety and security. He noted the importance of considering Needs versus Wants, in the designs. He discussed the metrics to measure CS success including performance, defining equity and sustainability. He explained a project needed to be logical in its connections, and designers should look at it holistically to understand how it should go together.

In discussing some economic benefits, Mr. Rutkowski quoted past president of the APA, Mitch Silver, who said young people don’t want to work in office parks any more—you need to think differently or you will be left behind. He cited CS improvements in Raleigh, North Carolina that took 15 years to make, with a $15 Million investment that resulted in $5 Million in sales tax within the next few years.

Mr. Rutkowski said Complete Streets is a process—not a project:
- Define what it is we are trying to solve
- Prioritize modes
- Define design features and limits
- Make tradeoffs
- Design in detail

Lastly, Mr. Rutkowski discussed CS demonstration projects, which he said provided good examples to the public of how the improvement would work.

**Question and Answer**

There was a question for more discussion about measuring CS successes. Mr. Rutkowski cited the recent CSO Pilot Project on Adams Street to measure the success of the water infiltration, which was the main purpose of the project. He noted the amount of the impervious area that was there, and the number of high quality crossings and pedestrian level lighting that had been added. He said they should be measured in the planning phase, and monitored for success after the fact.

Ms. Atherton agreed, and she added there were two ways to create CS solutions: internal work and design elements. She discussed updating the project/public selection criteria to reflect what is desired in Peoria’s CS Policy. She suggested extra points be given to projects that accommodated more modes or based on level of service. She noted design tools for equity and implementation. She said Peoria had the political will behind incorporating CS ideals, but changes to the built-in environment were incremental and slow.

Assistant City Manager Chris Setti questioned how city staff could do a better job of educating the public about Complete Streets ideals. Mr. Rutkowski said the message had to continually be reinforced and that advocacy and a holistic plan were needed. He said we should celebrate the successes that had been gained and build on that.

Ms. Atherton added it was important to dialogue with people about their interests and desires for their children and for themselves in their older years. She agreed the demonstration projects’ successes were key, and she added that people should have input in those.

Erica, of Smart Growth America, discussed two important issues: 1) social media—she said people want to engage in the communication more than just listen to what you have to say; and 2) new, creative place making—meeting people on a topic they know best and to have that conversation in a way that helps engage the sub-community. This allows them to lead the conversation and highlights other ideas you may not have known about, she said. She also noted there were other ideas for engaging the public on the Smart Growth America web site.

Another attendee said Peoria has a “half mile” problem, in that people don’t walk more than half a mile. She said her subdivision had miles of walking trails and yet people don’t let their children walk to school. They even drive their children to the bus stop, she noted, which evidenced their love of their cars.

Ms. Atherton agreed, and she said the issue was to have safe places to talk. She encouraged “creative place-making” to activate public spaces so that they are enjoyable places to walk and were perceived as safe places. She agreed it involved some changes in the culture.

Advocate for the Disabled, Roger Sparks, stated he believed the disabled community didn’t travel very far due to the poor condition of sidewalks and curb cuts and the lack of infrastructure at bus stops.

Another citizen stated the issue might also correspond to the fact that the streets don’t interface with what’s behind them. He noted the new improvements done on University Street, which he said were very nice, but he said the commercial buildings were on the other side of the parking.

Mr. Sparks agreed, and he noted the Evergreen Square complex where he said it was a large parking lot surrounded by stores. After a disabled person exits the bus, he said, it was very difficult to then travel that far to access the stores they wanted.
Ms. Atherton noted Complete Streets ideals were only one of the strategies to address these issues. She said accessibility and land use, along with cultural changes, had to be lined up with Complete Streets to create communities where everyone could thrive. She quoted one of the goals of Smart Growth America was "Improving Lives by Improving Communities."

Ms. Atherton and Mr. Rutkowski thanked the group for their interest and attendance.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, April 18, 2017 at 3:00 p.m.

Adjournment

There being no further discussion, the Transportation Commission meeting adjourned at 4:49 p.m.

/rmb
Patrick Urich, City Manager  
City of Peoria  
419 Fulton Street, Suite 207  
Peoria, IL 61602  

January 9, 2017  

Dear Mr. Urich,  

The Downtown Development Corporation of Peoria (DDC) has been asked by businesses on SW Adams Street to pursue petitioning the City of Peoria to establish two-hour parking restrictions on a section of SW Adams Street and the perpendicular streets on the block adjacent to SW Adams Street (see the enclosed map). This restriction is being requested for on-street parking between the hours of 8:00 AM – 5:00 PM, Monday – Friday. The petition requests that the City of Peoria appropriately sign the area and that the division of parking enforcement enforce the restrictions.  

The DDC surveyed all businesses along SW Adams Street in the target area during March 2016. Most of the business owners had no opposition to the institution of two-hour parking. The main concern was that convenient affordable all-day off-street parking would be provided to meet the parking needs of customers and employees. A few of the businesses expressed concerns as they or their employees were relying on the on-street parking to meet their parking needs. One business expressed concerns about the two-hour limitation as her customers required three hours to complete their appointment. This information was shared with Mr. Setti.  

The DDC worked with the City of Peoria to secure the lease of 726 SW Adams Street and the purchase of 813-815 SW Washington Street for off-street parking.  

The DDC then held a public meeting on September 29th regarding our plans to file a petition to request the installation of two-hour parking in the target area. Notice of the public meeting was sent via USPS to all affected property owners and hand delivered to all businesses. Thirteen individuals attended this public meeting, including some that did not own property or businesses in the affected area. City staff was also in attendance. One of the businesses expressed concerns about parking for their employees. Arrangements were made to meet with this business individually.
The DDC and city staff met with Standard Heating and Cooling on October 31st to discuss their concerns and options to address their concerns. Standard Heating and Cooling asked for six to seven hang tags which would allow their employees to park on the street across from their building all day, if available.

The DDC met with the owner of Waxology by Meliss to discuss her concern about a two-hour limit and her request that the limit be extended to three hours to accommodate the average appointment time for services.

The DDC Board of Directors authorized the DDC Ad Hoc Parking Committee, which includes a business/property owner in the affected area, to make the decision on our parking petition. The Ad Hoc Parking Committee met December 4th to discuss the petition, including the accommodations being requested by Standard Heating and Cooling and Waxology by Meliss. Although the committee understands the issues these two businesses have with the proposed restrictions, the committee believes that overall the best way to proceed to encourage future development of the warehouse district is to implement parking restrictions without permitting hang tags for all-day parking and to limit the parking to two hours.

Therefore, I am enclosing a petition for your consideration to institute two-hour on-street parking on SW Adams Street between Walnut Street and Spencer Street and on the perpendicular street between SW Washington Street and SW Jefferson Avenue from and including Walnut Street to Spencer Street.

I would ask that the Transportation Advisory Committee allow public comment on this petition, as two of the businesses referred to in this letter will not be supportive of the petition as presented by the DDC.

Please contact me with any questions you may have regarding this petition and advise me of your next steps in deciding on this petition.

Thank you for your consideration.

Regards,

Michael J. Freilinger

CC: Chris Setti, Assistant City Manager
Nicholas Stoffer, Traffic Engineer

Enclosures:
Petition
MAP
Petition to Establish Two-hour Parking from
8:00 AM to 5:00 PM, Monday through Friday on
SW Adams Street between Spencer Street and Walnut Street
&
Spencer, Persimmon, Maple, May, Oak, State and Walnut Streets between
SW Washington Street and SW Jefferson Avenue

The Downtown Development Corporation of Peoria (DDC), 820 SW Adams Street, Suite 1A,
 Peoria, IL 61602, to improve on-street parking turnover and availability in support of future retail
business development in the Warehouse District of Peoria’s downtown, hereby submit this
petition to the City of Peoria.

The DDC has been contacted by retail businesses along SW Adams Street who have experienced
a shortage of customer parking and in anticipation of additional shortages and congestion with the
opening of additional planned retail businesses. These businesses asked the DDC to petition the
City of Peoria to establish two-hour parking restrictions along a section of SW Adams Street and
the adjacent perpendicular streets.

In response to this request, the DDC surveyed business owners and sought comments at a public
meeting on September 29th. Based on the information gathered, the DDC hereby petitions the
City of Peoria, in the person of the City Manager, to establish two-hour parking restrictions on SW
Adams Street from Spencer Street and Walnut Street and the perpendicular streets from Spencer
Street to Walnut Street between SW Washington Street and SW Jefferson Avenue. The DDC
petitions that this two-hour parking restriction be enforce between the hours of 8:00 AM & 5:00
PM, during the work week of Monday through Friday. Finally, the DDC petitions the City of
Peoria to appropriately post signage and that the City’s Parking Enforcement Division of the Public
Works Department enforce this restriction.

Submitted by: Downtown Development Corporation of Peoria

Signature:  

Michael J. Freilinger, President/CEO
Downtown Development Corporation of Peoria

Dated: January 9, 2017

Attachment: MAP
Perry & Hancock