CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JULY 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

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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.
- Grant Applications

MINUTES – Regular Meeting of May 16, 2017

AGENDA ITEMS

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

A. A regulation amending Schedule “A” of the Traffic Code to designate a “No Parking Any Time” zone on both sides of N. NORTH ST. FROM W. HANSSLER PL. TO W. CORRINGTON AVE. [District 2]
B. A regulation amending Schedule “A” of the Traffic Code to designate a “No Parking Any Time” zone on the SOUTH SIDE OF W. DETWEILLER DR. FROM N. HALE AVE. TO W. OLYMPIA DR. [District 5]
C. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at W. EAGLE CREEK DR. & N. GREENWICH PL. [District 5]
D. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at N. LEHMAN RD. & W. FLINT ST. [District 2]
E. A regulation amending Schedule “E” of the Traffic Code to designate a “2 Hour Parking” restriction on the EAST SIDE OF NE. GLENDALE AVE. FROM MAIN ST. TO HAMILTON BLVD. [District 1]
F. A regulation amending Schedule “S” of the Traffic Code to reduce the speed limit from 30 TO 25 MPH for ALL STREETS contained within the CREIGHTON WOODS SUBDIVISION. [District 4]
G. A regulation amending Schedule “P” of the Traffic Code to designate a “Truck Weight Restriction 4 Tons” zone on S. HELEN ST. BETWEEN W. ANTOINETTE ST & W. LINCOLN AVE. [District 1]

ITEM NO. 2: DISCUSSION of Transportation Commission WORK ITEMS:

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

UNFINISHED BUSINESS

NEW BUSINESS


B. ENGINEERING PROJECTS UPDATE
PUBLIC COMMENT

NEXT MEETING

TUESDAY, AUGUST 15, 2017

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

May 16, 2017

A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:00 p.m. on Tuesday, May 16, 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 Dan Adler, Commissioner George Ghareeb, Commissioner Bernie Goitein, Commissioner Nathaniel Herz, Commissioner Brandon Lott, Commissioner Lon Lyons, Commissioner Patrick McNamara, and Commissioner David Smesrud - 9.

Commissioners Absent: Commissioner Joe Messmore and Commissioner Art Remsik - 2.

Others in attendance included Traffic Engineer Mr. Nick Stoffer, P.E., City Engineer Mr. Bill Lewis, P.E. and Public Works Administrative Specialist Darcy Sloter.

ANNOUNCEMENTS, ETC.

- Reminder of the National Public Works Week open house on May 25, 2017
- Peoria Bike Share Pilot – Grand Opening May 19, 2017
- Smart Growth America Group Webinar at 12:00 PM Central on May 17, 2017

MINUTES

Commissioner McNamara moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on April 18, 2017, with the necessary corrections on page 2 paragraph 5, should read: Commissioner McNamara felt the data did not support the request; seconded by Commissioner Lott.

Approved by viva voce vote.

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

Item will be on every agenda, nothing to review or consider this month.

ITEM NO. 2 AND 3: OVERVIEW

Mr. Bill Lewis came to the meeting to discuss and update the commission on the Design of Western Avenue and Northmoor Road as well as other Public Works Projects. He first started off by stating that the Sheridan Road Bridge Project was to be finishing up and hopefully completed by then end of the week, May 19th.
Commissioner McNamara asked to explain “Punch List.”

Mr. Lewis stated that “punch list” meant miscellaneous cleanup, seeding, anything that came up during the project after the walk through. He discussed that Sheridan Road from McClure to Eleanor was scheduled to be done in early July, the Harvard Avenue Project traffic control started on May 15th, and that preconstruction was to start for Folkers by the end of May if not a week sooner, initial completion date of August 16 when school starts and final completion on October 31.

Commissioner McNamara asked about the final cross section of Harvard.

Mr. Lewis stated that there is a multi-use path on the east side, a two foot bioswale, one driving lane in each direction and a parking lane.

Mr. Lewis stated that the Alta/Radnor project has been let but has not been executed, will probably start in early June, with 75 working days on the contract, so it may be done by early to mid-November.

Commissioner Ghareeb asked how the detour will work with the traffic there.

Mr. Lewis stated that detours will be on state routes but if you are from the area you will know a quicker way around.

Mr. Lewis stated the other projects that are coming are MacArthur Bridge and University Street, north of Pioneer Parkway and the Pioneer Parkway Extension.

**ITEM NO. 2: UPDATE and DISCUSSION concerning the Design of Western Avenue Improvement from Lincoln Avenue to Adams Street:**

Mr. Lewis stated that this project will start in late 2018 or early 2019. He showed the video of what Western could look like if the project goes as planned and described what we were looking at (video posted here [https://vimeo.com/217194291?activityReferrer=1](https://vimeo.com/217194291?activityReferrer=1)). He also stated that the video was really well done and shows people what is coming and what is possible. One concern voiced at the meetings was about speeding but Mr. Lewis feels that with the new configuration people will slow down.

Commissioner Herz asked why the lane was 11 feet and thought it should be narrower. He questioned if there was a method or reasoning behind it.

Chairman Hudson asked where the stop lights would be going.

Mr. Lewis stated the lights would be at Adams and Lincoln right now being designed but maybe something at Jefferson.

Commissioner Herz questioned if the idea was to wait for full funding or if they were going to do the project in increments.

Mr. Stoffer stated that he is currently looking for funding.
Commissioner McNamara then asked about the complete streets implementation checklists and if they have been reviewed, he is looking for feedback on how they work.

Mr. Stoffer stated that Ms. Jane Gerdes, Civil Engineer II, used this for the Western Project and that Mr. Stephen Letsky, Civil Engineer II, is starting a new project where he is working on using it.

**ITEM No. 3:** Update and Discussion concerning the Design of Northmoor Road Improvement from University Street to Allen Street.

Mr. Lewis discussed the background of the project and stated that it is on the June 16, 2017 IDOT letting and looking to start in August. There will be a new signal to Exposition Gardens and Richwoods High School, three commercial lots for development will also be available.

Mr. Stoffer stated that there is a handout showing the proposed development in the packet for the meeting. He also stated that all the projects have elements of the Complete Streets Program in them.

Commissioner McNamara stated that the zoning documents have changed the language and those lots are zoned as a commercial neighborhood. There was an article in the Peoria Journal Star that stated no vehicle drive through lanes are allowed, to support an environmentally friendly, vibrant community.

Mr. Lewis said the first thing happening in August is that there will be a new section of road built with completion dates built into the contract. There will be a realignment of the Rosemead intersection and that will take the project through November and into winter shut down. The roadway will not be torn up through the winter months and there will be a new signaled entrance for Rosemead to Exposition Gardens and Richwoods High School.

Commissioner Lott questioned what will be going back into the area as we are taking plants and trees out.

Mr. Lewis stated that smaller trees maybe put in but not the big ones which are being taken out, however, he is unsure on that as it is an IDOT funded project.

Commissioner McNamara stated that there are trees that have not made it on University and Sheridan and what kind of time frame do we have to replace them.

Mr. Lewis said that there is a period of establishment, if a tree was planted in the fall then it has to stay alive until the next fall, but if it dies after that there is no warranty.

Commissioner McNamara questioned if the City has a plan to replace what has died.

Mr. Lewis stated the Forestry department is working on taking down and replacing trees. They are planning on putting trees in this year but he is unsure where. He stated that winter shutdown would last until April 1, 2017. IDOT puts a clause in the contract that if the contractor requested to jump in to a project early they may as long as the City and IDOT agree. If the weather is great they would possibly start so as not to waste good weather.
Commissioner Lott questioned whether or not the road would be shut down and if work was going to be staged.

Mr. Lewis described how the work would be separated out into stages of road. He also stated that there would be retaining walls on both sides of the road. He then showed a video of what it will look like when done.

Mr. Stoffer said that the video displays are having more effort put into them instead of the way that they have always been, it is more useful to have these videos so that people can see what will happen. He also stated that as technology improves the displays will get more and more fleshed out.

Commissioner McNamara commented that the video for Western was similar and how modeling software can show how the proposed design will affect the traffic.

**ITEM No. 4: DISCUSSION of Transportation Commission WORK ITEMS:**

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

Mr. Stoffer stated that he is wanting try to work on the traffic calming policy. There is a yellow copy out of the livable streets manual to give ideas as we go along. Some of the things may or may not go along with what we want. Some of the ideas on how this are prioritized may or may not work, however, we will have to develop a way to approve items. Another hand out was the outline of the Traffic Calming Policy.

Commissioners started discussing the policy as a whole, one important thing that needs to be discussed is how we as a City get requests and how they are responded to. There is currently no policy for how requests are dealt with.

Commissioner Goitein questioned if there was to be a presentation on this and then comment section or how we needed to handle this.

Mr. Stoffer stated that we need to work on the process for these requests and figuring out which ones are valid and which are not. We also need to look at another city’s plan to see what is out there.

Commissioner Herz questioned what exactly traffic calming is.

Mr. Stoffer described what traffic calming is and then there was a discussion on what the program would cover versus the Complete Streets Program.

Discussion was had on goals and objectives as they pertain to what is going on with traffic calming. Also all the items were described.

Commissioner Herz suggested that there are only two objectives, one is to reduce the amount of dangerous driving and fast driving in areas and the other is to reduce the volume of traffic in the areas.
Commissioner McNamara stated one of the things that he picked up from Miles, IL was why Cities have a policy. The traffic calming program will include safety on neighborhood streets and respond to resident concerns about traffic conditions, the program in their policy is needed to provide policy guidelines on how to respond to requests, how many resources to commit to traffic calming, how to prioritize requests, and how much public engagement is necessary. This encapsulates the keys that we are trying to define, how we process requests that we get, and what kind of process is in place for people to make requests.

Mr. Stoffer stated that we need input from the community for anything that we need to do.

Commissioner Herz feels that we need to increase safety compared to the quality of life issues and we need to foreground the overall goals rather than specifics.

Commissioner McNamara stated that we need to talk to the groups in other cities that put their programs together and see how the programs are working for them.

Mr. Stoffer stated that traffic calming program would be for residential areas and not the main roads, the manual does a good job explaining the frame work and it lays out the framework in a good way. Eligibility is taken from other plans that Mr. Stoffer has read.

Commissioner Herz would make the policy specifically for residential streets, must define residential and go into how a residential street will or will not qualify for traffic calming.

Mr. Stoffer proposed the question what would be considered residential and what wouldn't, also stated that we can go into that topic at a later date.

Discussion continued between Commissioner Gottein and Commissioner Herz on keeping in mind concerned residents and trying to get into specific issues.

Mr. Stoffer reviewed pages 10-16 and 10-17 of the Living Streets Manual.

Commissioner Gottein stated that we want to stress that it is promoting recreational and non-recreational bicycling not just one or the other.

Commissioner Lott suggested that the policy be more focused instead of general and also stated that safety and quality of life were concerns; but, the traffic calming policy does not cover this.

Commissioner Herz talked about speeding and things like that as well as seconding what Commissioner McNamara said about contacting another city or two to see how their programs are going.

Commissioner Lyons wondered if there would even be a report from the other cities.

Mr. Stoffer finished reviewing the policy; questioned how we should receive the complaints, will it be one person, would it be a petition, or neighborhood groups, is one person going to be sufficient to be a serious complaint; in the end we need to get neighborhood concurrence; the second part of this is who will receive all the complaints and review them, will it be just one person or a group or a commission.
Commissioners asked for a copy of the handouts be sent to them so that they can review and send back ideas and concerns for Mr. Stoffer to review.

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, JUNE 20, 2017

ADJOURNMENT

Commissioner Ghareeb moved to adjourn; seconded by Commissioner Lott.

Approved by viva voce vote.

The Meeting Adjourned at 4:55 PM

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer
TO: Patrick Urich, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 13, 2017

SUBJECT: Prohibited Zones (No Parking Any Time):
Both sides of N North St (W Hanssler Pl to W Corrington Ave)

The purpose of this memo is to recommend the establishment of a “NO PARKING ANY TIME” zone on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “A” as defined in the City Code.

- Residents of the affected area are requesting this restriction due to a very narrow (approximately 20 ft.) roadway where residents are having trouble backing their vehicles out of their driveways. This issue was reported to the Peoria Police department before being deferred to Public Works. 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 both the East and West sides of N North St from W Hanssler Pl to W Corrington Ave.

This intersection is in Council District 2.

If you have any questions, please do not hesitate to call.

c:
City Council Members
Scott Reese, Public Works Director
Ste Maroon, Deputy Director of Public Works
Irv Dubois, Traffic Operations Supervisor
Lt. Earnest McCall, 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, are hereby designated as a "No Parking Any Time" zone:

East and West sides of North North Street from West Hanssler Place to West Corrington Avenue.

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 "A" 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 7/13/17
July 7, 2017

Dear Resident or Owner:

The City of Peoria has received complaints about on-street parking on North Street between Corrington Avenue and Hanssler Place. The complaints are that the width of North Street is so narrow that the on-street parking makes it difficult to enter or exit personal driveways, prevents adequate access from the alleys (especially for service vehicles, such as garbage trucks), and hinders two-way traffic along the roadway.

Traffic Engineering Staff investigated the roadway, and found it to be only 20' wide in these two blocks, with many private driveways and several alleys to access. We also found that parking on this stretch of roadway could prevent safe and convenient access to properties for residents and visitors, as well as for emergency and service vehicles. Therefore, Traffic Staff recommends that parking be removed from both sides of North Street between Corrington Avenue and Hanssler Place. Staff has contacted the Peoria Police Department, who concur with the recommendation. Staff also contacted Peoria Disposal Company, who stated they have had issues with the narrow roadway, and they are supportive of this change.

This issue will be discussed at the next regular City Transportation Commission meeting, which will be held at 3:00 PM, Tuesday July 18, 2017 in the Conference Room at the City of Peoria Public Works Building, 3505 N. Dries Lane, Peoria, IL 61604. Residents and property owners along North Street between Corrington Avenue and Hanssler Place will have the opportunity to address the Commission with questions or concerns about this proposed parking restriction. Comments can also be made by calling 494-8800 or by email to me at nstoffer@peoriagov.org. Any comments received before the meeting will be read into the record.

The City would like to receive input and hear concerns of the property owners and residents of North Street, between Corrington Avenue and Hanssler Place, to truly make this a positive improvement.

Sincerely,

Nick Stoffer, P.E.
City Traffic Engineer

cc: Charles Grayeb, 2nd District Councilman
    Patrick Urich, City Manager
    Scott Reese, Public Works Director

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855
Michelle J. Bailey

From: Nicholas Stoffer
Sent: Thursday, July 13, 2017 8:37 AM
To: Ruth Blancaflor; Michelle J. Bailey
Subject: FW: North Street parking restrictions

From: Fr. Shawn Doubet [mailto:frshawn1@gmail.com]
Sent: Wednesday, July 12, 2017 3:44 PM
To: Nicholas Stoffer <nstoffer@peoriagov.org>
Subject: North Street parking restrictions

Mr. Stoffer,

I received your letter regarding the proposed parking restrictions on North St. between Hanssler Place and Corrington Avenue, and would like to offer my input. If this concern has been raised by someone other than the residents of 400 Corrington Ave., I am willing to give it more credibility. However, they have been informing us since we moved in, that they were going to get the street posted. Their irrational attitude damages their credibility, as far as I am concerned.

I was introduced to the residents of 400 Corrington on the day that we moved into our house at 2810 N. North St. The man came across the street shouting vulgarities at the women who were helping us move because they had parked opposite his driveway. I later had a direct interaction with him, as I had parked the U-Haul on North St. in order to unload it into my house. Again, he was using vulgarity, even when I went to his door telling him that we would be there only a short time, and if he needed for us to, we would move the truck. The woman who lives at that address simply told me, using the same inappropriate language, that she had called the police. The police never arrived that day, and we had the truck moved within 45 minutes.

We have tried to honor their need to get in and out of their driveway by not parking on that part of the street in front of our house. However, on April 20th, there was an incident where the man who lives at 400 Corrington approached my car while I was driving, spewed a line of vulgarity at me, my wife, my daughter and her friend, followed by his wife doing the same. On that occasion, I called the police to report the verbal assault. The police informed us that there was really little that they could do. The next evening, we had some guests over, and one of them parked on our side of the street in front of their driveway. They called the police, who came to my door and informed me that no one was doing anything wrong. Eventually, that ended with the man running into our guest’s car – I assume to prove that he could not get out of his driveway.

All of that is to say that the residents of 400 Corrington have never been reasonable, or polite, in asking that we keep their access open, although we have made every effort to do so.

I realize that this part of North St. is narrow, but there are people living on it that have few options other than to park on the street. I am fortunate that I have a driveway, and only use the street for my daughter’s car, and when we have company — one of the reasons that I moved into this house was so that I could entertain. Posting this two-block stretch would seriously impact those people who have small, narrow driveways. If people have no place to park their cars, I have to believe that there will be a negative impact on home ownership in the neighborhood.

I realize that having cars parked on this stretch of North St. is inconvenient at times, but see no alternative for many of the residents. The cost of not allowing parking here, in my opinion, out weighs that of prohibiting it, especially if lines of communication are opened between neighbors.
Sincerely,

Fr. Shawn Doubet
2810 N. North St.
Peoria, IL 61604
TO: Patrick Uriah, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 13, 2017

SUBJECT: Prohibited Zones (No Parking Any Time):
South side of W Detweiller Dr (N Hale Ave to W Olympia Dr)

The purpose of this memo is to recommend the designation of a “NO PARKING ANY TIME” zone on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “A” as defined in the City Code.

➢ Local businesses in the area are requesting this restriction due to parking issues and trouble with truck traffic. Traffic Engineering visited the site and concurs with this recommendation. Creating this restriction will match the existing parking restriction on W Detweiller Dr from Hale to Knoxville.

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 the South side of W Detweiller Dr from N Hale Ave to W Olympia Dr. This also includes a short section of the East side of Detweiller Dr where it curves to the South to match up with where Olympia Dr begins.

This intersection is in Council District 5.

If you have any questions, please do not hesitate to call.

c: City Council Members
Scott Reese, Public Works Director
Sie Maroon, Deputy Director of Public Works
Irv Dubois, Traffic Operations Supervisor
Lt. Earnest McCall, 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:

South side of West Detweiller Drive from North Hale Avenue to West Olympia Drive. This also includes a short section of the East side of Detweiller Dr where it curves to the South to match up with where Olympia Dr begins.

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 "A" 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 7/13/17
July 7, 2017

Dear Tenant or Owner:

The City of Peoria has received complaints about on-street parking on W. Detweiller Drive between Hale Avenue and Olympia Drive. The complaints are that, due to the industrial nature of the area, the width of the street is not adequate to accommodate both truck traffic and parking lanes on both sides. This is especially the case for entry and exit from the industrial driveways. The request is to remove parking on the south side of W. Detweiller Drive from Hale Avenue to Olympia Drive. Enclosed is a map of the proposed change.

Traffic Engineering Staff investigated the use and signage of Detweiller and agree that a majority of the properties are industrial in nature and require a significant amount of truck traffic. Parking on both sides of the roadway would have a negative effect on access to large vehicles into area driveways. Additionally, all of the properties have large parking lots, which would decrease the need for on-street parking. Staff also observed that parking has already been removed on the south side of Detweiller, between Hale and Knoxville, which is also industrial in nature and similar in use to the requested area. Therefore, Traffic Staff recommends that parking be removed from the south side of W. Detweiller Drive between Hale Avenue and Olympia Drive. Staff has contacted the Peoria Police Department, and they concur with the recommendation.

This issue will be discussed at the next regular City Transportation Commission meeting, which will be held at 3:00 PM, Tuesday July 18, 2017 in the Conference Room at the City of Peoria Public Works Building, 3505 N. Dries Lane, Peoria, IL 61604. Tenants and property owners along Detweiller, between Hale and Olympia, will have the opportunity to address the Commission with questions or concerns about this proposed parking restriction. Comments can also be made by calling 494-8800 or by email to me at nstofer@peoriagov.org. Any comments received before the meeting will be read into the record.

The City would like to receive input and hear concerns of the property owners and tenants of Detweiller between Hale and Knoxville, to truly make this a positive improvement.

Sincerely,

Nick Stoffer, P.E.
City Traffic Engineer

cc: Dennis Cyr, 5th District Councilman
    Patrick Urich, City Manager
    Scott Reise, Public Works Director

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855
TO: Patrick Urich, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 13, 2017
SUBJECT: Intersection Control (STOP): W Eaglecreek Dr & N Greenwich Pl

The purpose of this memo is to recommend the designation of a “STOP INTERSECTION” on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “J” as defined in the City Code.

➢ The Chadwick Estates Neighborhood Association has requested this change in hopes that it will result in improved traffic control at the intersection of W Eaglecreek Dr and N Greenwich Pl.

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 W Eaglecreek Dr at N Greenwich Pl (which already has a STOP sign), making this a modified ALL-WAY STOP controlled T-intersection.

This intersection is in Council District 5.

If you have any questions, please do not hesitate to call.

c: City Council Members
Scott Reese, Public Works Director
Sie Maroon, Deputy Director of Public Works
Irv Dubois, Traffic Operations Supervisor
Lt. Ernest McCall, 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”:

Stop signs for West Eaglecreek Drive intersecting with North Greenwich Place, 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 7/13/17
TO: Patrick Urich, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 13, 2017
SUBJECT: Intersection Control (STOP): N Lehman Rd & W Flint St

The purpose of this memo is to recommend the designation of a “STOP INTERSECTION” on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “J” as defined in the City Code.

➢ The Sterling Oaks Neighborhood Association has requested this change in hopes that it will result in improved traffic control at the intersection of N Lehman Rd and W Flint St.

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 N Lehman Rd at W Flint St (which already has STOP signs), making this an ALL-WAY STOP controlled intersection.

This intersection is in Council District 2.

If you have any questions, please do not hesitate to call.

c:
City Council Members
Scott Reese, Public Works Director
Sue Maroon, Deputy Director of Public Works
Irv Dubois, Traffic Operations Supervisor
Lt. Earnest McCall, 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":

Stop signs for North Lehman Road intersecting with West Flint 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: ____________________________
TO: Patrick Urich, City Manager
THRU: Scott Reeise, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 12, 2017
SUBJECT: 2 HOUR PARKING ZONE – East side of Glendale from Main to Hamilton

The purpose of this memo is to designate a "2 Hour Parking" restriction for a street within the City of Peoria. These revisions will be added, or subtracted from Schedule "E" as defined in the City Code.

- This change in parking restriction was requested by a local business affected by the parking situation. City staff concurs.

Appropriate signs will be posted along or removed from this designated street, as needed. Therefore, attached for your concurrence is the Traffic Regulation Order to revise Schedule "E" of the City Code by the following:

- Install "2 HOUR PARKING" signs on the East side of NE Glendale Ave from Main St to Hamilton Blvd, where legal parking is allowed.

*This intersection is in Council District 1.*

If you have any questions, please do not hesitate to call.

c: City Council Members
Scott Reeise, Public Works Director
Bill Lewis, Assistant Director of PW / City Engineer
Sic Maroon, Assistant Director of PW / Supt of Operations
Irv Dubois, Traffic Operations Supervisor
Lt. Earnest McCall, Police Department
Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “E” OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street, at the limits indicated, is hereby designated as a “2 HOUR PARKING” zone:

- East side of Northeast Glendale Avenue from Main Street to Hamilton Boulevard

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 “E” 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 7/12/17
TO: Patrick Urich, City Manager
THRU: Scott Reeise, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: July 12, 2017
SUBJECT: Reduction in SPEED LIMIT: All Streets contained within Creighton Woods Subdivision

The purpose of this memo is to recommend the increase or decrease in speed limit on a roadway or roadways within the City of Peoria. These revisions will be added, or subtracted from Schedule “S” as defined in the City Code.

- The Creighton Woods Neighborhood Association has requested that all streets contained within the Creighton Woods Subdivision be reduced from a speed limit of 30 MPH to a speed limit of 25 MPH. Slowing traffic in this area will further promote the safety of travelers and pedestrians alike.

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

- Reduce speed limit of 30 mph to 25 mph for all streets contained within the Creighton Woods Subdivision. Affected streets are as follows: W Pagewood Dr, W Yorkshire Ave, W Creighton Ter, W Lancer Rd, W Warwick Dr, W Compton Ct, N Randwick Rd, N Upland Ter, and N Devonshire Dr.

This intersection is in Council District 4.

If you have any questions, please do not hesitate to call.

c: City Council Members
    Scott Reeise, Public Works Director
    Sie Maroon, Deputy Director of Public Works
    Irv Dubois, Traffic Operations Supervisor
    Lt. Earnest McCall, Police Department
    Sgt. Douglas Hopwood, Police Department
Section 1. Pursuant to Ordinance No. 17,105, adopted by the City Council on June 13, 2014, and Section 28-139 of the Municipal Code of Peoria, the following street(s), at the limits indicated, is hereby reduced in speed limit (30 to 25 MPH):

Creighton Woods Subdivision:
W Pagewood Dr
W Yorkshire Ave
W Creighton Ter
W Lancer Rd
W Warwick Dr
W Compton Ct
N Randwick Rd
N Upland Ter
N Devonshire Dr

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 “S” of the Traffic Code.

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

DATE: ___________________________  APPROVED: ________________________________

ATTEST: ___________________________

City Clerk

EXAMINED AND APPROVED: ____________________________

Corporation Counsel

Reviewed by the Transportation Commission:
□ Approved
□ Not Approved
Comments: ____________________________________________

Prepared 7/12/17
TO: Patrick Urich, City Manager
THRU: Scott Reeise, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: June 27, 2017
SUBJECT: Truck weight restriction 4 tons:
S. Helen St. (W. Antoinette St. to W. Lincoln Ave.)

The purpose of this memo is to recommend the designation of a “TRUCK WEIGHT RESTRICTION 4 TONS” zone on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “P” as defined in the City Code.

- Public Works received complaints from residents of Helen St regarding cut-thru traffic by trucks. Traffic Engineering visited the site and concurs with this recommendation to restrict truck weight in this zone.

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 “P” of the City Code by the following:

- Install “NO TRUCKS OVER 4 TONS” signs on S. Helen St. between W. Antoinette St & W. Lincoln Ave.

This intersection is in Council District 1.

If you have any questions, please do not hesitate to call.

c: City Council Members
Scott Reeise, Public Works Director
Sie Maroon, Deputy Director of Public Works
Irv Dubois, Traffic Operations Supervisor
Lt. Earnest McCall, Police Department
Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “P” 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 Trucks Over 4 Tons” zone:

South Helen Street from West Antoinette Street to West Lincoln Avenue.

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 “P” 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 6/27/17
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<td>Assist with developing a Complete Streets Implementation Plan</td>
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<td>Help Develop or Prepare Review a Main/University final report</td>
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<td>Review developing a one way to two way conversion plan - Jefferson and Adams &amp; Participate in Public Process</td>
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<td>Provide budget input prior to August</td>
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<td>Review Street remediation status (sealcoat, etc.)</td>
<td>Review Street remediation status (sealcoat, etc.)</td>
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<td>Review and incorporate elements of the Heart of Peoria Implementation Plan into Complete Streets Activity</td>
<td>Review and incorporate elements of the Heart of Peoria Implementation Plan into Complete Streets Activity</td>
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<td>Participate in Update of Thoroughfare map with Ping Dept.</td>
<td>01/01/17</td>
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<td>Compare our Complete Streets policy to the Smart Growth American 10 criteria</td>
<td>Compare our Complete Streets policy to the Smart Growth American 10 criteria</td>
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<td>Review OneWater committee progress</td>
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<td>10</td>
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<td>18</td>
<td>Review Finalize Manual of Practice (MOP) Before Its Approval</td>
<td>Review Finalize Manual of Practice (MOP) Before Its Approval</td>
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<td>Discuss Sidewalk snow removal (in preparation for the Council Policy session on July 18th)</td>
<td>Discuss Sidewalk snow removal (in preparation for the Council Policy session on July 18th)</td>
<td>02/15/17</td>
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<td>Review Naperville building code example from Josh Naven</td>
<td>Review Naperville building code example from Josh Naven</td>
<td>02/15/17</td>
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A speed hump is a gentle rise and fall of pavement surface placed in the roadway to reduce the speed of vehicles. In local tests and in other cities, it is found to be successful in reducing speed while allowing motorists safe operation of a vehicle.

**Step One: Request**

A request for Speed Humps begins by completing a "Traffic Calming Request Application" form. The form is available by calling 311, visiting a City-owned facility (i.e. library, City Council Field Office), or can be downloaded from the City’s website at [http://www.sanantonio.gov/publicworks/trafficcalming.aspx](http://www.sanantonio.gov/publicworks/trafficcalming.aspx).

Requests can be made by either a neighborhood or a group of residents located on the street requesting speed humps. A designated contact person will receive all correspondence and be responsible for gathering evidence of support. Request forms should be submitted to the Public Works Department at the following address:

City of San Antonio  
Public Works Department – Traffic Engineering  
Traffic Calming Program  
P.O. Box 839966  
San Antonio, Texas 78283-3966

The request must be for a specific street segment and should include, at a minimum the following information:
- The requested street name
- The boundaries of the street segment (i.e. between 1st Ave and 5th Ave)
- Name, address and phone number of contact person
- Evidence of neighborhood support (residents’ signatures representing 2/3 of the individual properties adjacent to the street limits of the requested study)
- Signature of contact person
Requests will be evaluated on an annual basis. However, the schedule and process do not preclude the Director of Public Works from installing speed humps when and where it is deemed necessary outside the procedures of this program.

**Step Two: Eligibility**

In order for a request to qualify for consideration, the street must meet the following criteria:

- The street segment must be primarily a residential street which provides direct access to abutting single family, duplex, triplex or quadplex residential properties.
- The street segment must have no more than one moving lane of traffic in each direction.
- The street segment must be 1/4 mile or more in length. The measured length must be continuous without interruption by a traffic control device.
- Measured speed must be at least 35 MPH.
- Measured volume must be at least 500 vehicles per day.
- The street segment may not be designated as a major or arterial street.
- The street must have a speed limit of 30 mph as determined in accordance with State Law.
- The street segment must not be within 1/4 mile from a Fire Department Facility as to significantly interfere with emergency vehicle operations.

Other factors such as accidents related to speed, horizontal curves and grade changes on the street, emergency access, and safe sight distances will also be evaluated.

Only those requests meeting all the eligibility requirements will proceed to Step Three, “Funding.” If a request is denied, applicants will not be able to reapply to the speed hump program for the following two years unless there is considerable change in traffic or geometric conditions. All applicants will be notified of the application/study status.

**Step Three: Funding**

Eligible projects will be scheduled for construction, as funding becomes available. An eligible project may be expedited if the applicants choose to pay for 100% of the estimated cost of the installation. Expedited projects will be constructed no later than the next fiscal year following deposit of funding.
Step Four: Speed Hump Location

- A speed hump will not be located in front of a driveway or within an intersection.
- Speed humps will not be located within 250 feet of a traffic control device.
- Speed humps will typically be placed at property lines.
- Speed humps will not be placed within a curved section of roadway.
- Speed humps will not be placed on street segments with a vertical grade greater than 8%.
- "No Parking" signs may be placed within 50 feet of the approaching side of the speed hump if deemed necessary by engineering site conditions.

Additional Information

The process for speed hump removal or alteration by residents is the same as the process for installation. Funding will be required before a speed hump is removed or relocated. The cost to remove or relocate the speed humps may include the cost to repair the pavement by milling and overlaying the section of roadway.

The City shall prepare and maintain current design standards for speed humps in accordance with this installation procedure.
## S0801: COMMUTING CHARACTERISTICS
### 2010-2014 American Community Survey 5-Year Estimates

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