REGULAR BUSINESS MEETING

AGENDA

TUESDAY, SEPTEMBER 19, 2017

3:00 P.M.

To access electronic Agenda & Minutes (only):
1. www.peoriagov.org
2. Click “Boards/Commissions” tab in the Green Ribbon @ the top of Page
3. Choose Transportation Commission
4. Scroll to the bottom of the screen. Under “Agenda & Minutes” will be a list of the .pdf postings.
5. Select desired document and click to open.

*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 PESSIA– TRANSPORTATION COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES – Regular Meeting of August 15, 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 “S” of the Traffic Code to reduce the speed limit from 30 TO 25 MPH for N. PEORIA AVE., BETWEEN E. FORREST HILL AVE. AND E. MCCLURE AVE. [District 3]

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

A. ENGINEERING PROJECTS UPDATE

PUBLIC COMMENT

NEXT MEETING

TUESDAY, OCTOBER 17, 2017

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:00 p.m. on Tuesday, August 15, 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 Nathaniel Herz, Commissioner Joe Messmore, Commissioner Patrick McNamara, and Commissioner David Smesrud - 5.

Commissioners Absent:  Commissioner George Ghareeb, Commissioner Brandon Lott, and Commissioner Bernie Goitein - 3.

Others in attendance included: City Engineer Bill Lewis, Traffic Engineer Nick Stoffer, and Public Works Administrative Specialist Michelle Mahoney.

ANNOUNCEMENTS, ETC.

Mr. Stoffer announced that Public Works had a ribbon cutting for the Folkers Avenue Project at 2 PM on August 15, 2017. He briefly explained the Folkers project, saying the road was renovated in a Complete Streets style to make it more pedestrian friendly. He said it was mostly driven by poor pedestrian connectivity, sidewalks in poor condition, and a lack of storm water control that had caused flooding.

Commissioner McNamara mentioned the Sheridan Road project as well, saying it was an excellent example of implementing Complete Streets policies.

Commissioner Smesrud asked for a progress update on the Harvard Avenue Project. Mr. Stoffer explained that they were getting close to switching traffic to the other side. The pavement, he said, was so deteriorated that it had been a difficult project and that things should progress faster when traffic switches to the rebuilt pavement. He added that the hard part with switching traffic to the new pavement would be keeping traffic speed down during construction.

MINUTES

Commissioner McNamara moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on July 18, 2017, as printed; seconded by Commissioner Messmore.

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. A regulation amending Schedule “A” of the Traffic Code to designate a “No Parking Any Time” zone on BOTH SIDES of W. DETWEILLER DR., 220 FT. WEST OF N. HALE AVE. TO W. OLYMPIA DR. [District 5];

Mr. Stoffer introduced the proposed regulation, explaining it was deferred at the last meeting so it could be amended to include both sides of Detweiller Drive. At the direction of the Commission, Mr. Stoffer sent a new letter to property owners to notify them of this change. The only comment he received back, he said,
was from IDOT stating that they did not have a problem with the newly amended proposed regulation. He explained that the main problem that generated this request was not truck traffic but credit union customers parking on the roadway, blocking trucks from backing in to driveways and loading docks.

He said that he also spoke with someone at City Link as they had a building down the road and that they did not have a problem with the proposed regulation either.

Commissioner McNamara moved to approve a “No Parking Any Time” zone on BOTH SIDES of W. DETWEILLER DR., 220 FT. WEST OF N. HALE AVE. TO W. OLYMPIA DR. [District 5]; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

B. A regulation amending Schedule “S” of the Traffic Code to reduce the speed limit from 30 TO 25 MPH for N. FARRELLY AVE., BETWEEN N. ROCKWOOD RD. AND W. SYLVAN LN. [District 4];

Mr. Stoffer introduced the regulation and explained that requests were received from neighborhood residents and the District Councilman to reduce the speed limit. He said that it was mostly neighborhood traffic.

Commissioner McNamara questioned if they have a neighborhood association there; Mr. Stoffer responded that they did not.

While referring to the map of the area, Mr. Stoffer commented that there was no reason to drive over 25 MPH there. Commissioner McNamara inquired if the remaining section would be a 30 MPH zone. Mr. Stoffer responded that it technically would be but that a 25 MPH sign would be placed at the beginning of the roadway. He added that there was not a lot of traffic and the traffic that existed consisted of local traffic.

Commissioner Smesrud asked if there were any speed limit signs up at the present time. Mr. Stoffer replied that there were not and reiterated the fact that this was a rural section of roadway with solely local traffic.

Commissioner Smesrud inquired if, unless otherwise signed, the speed limit in an urban area would be 30 MPH. Mr. Stoffer confirmed.

Commissioner McNamara inquired if any traffic studies were done for that area. Mr. Stoffer denied, explaining that Traffic Engineering only sat out at the area and watched traffic for a while. He said that there were maybe 500 cars going through there per day.

A brief discussion was held between Commissioner McNamara and Mr. Stoffer about Commissioner McNamara’s wishes to start collecting data from speed reduction requests so that at some point a policy could be established.

Commissioner McNamara moved to approve to reduce the speed limit from 30 to 25 MPH for N. FARRELLY AVE., BETWEEN N. ROCKWOOD RD. AND W. SYLVAN LN. [District 4]; seconded by Commissioner Messmore.

Approved by unanimous 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:

1. Speed Humps;
Mr. Stoffer introduced the item, explaining that the Commission had talked about it last time and ultimately decided to step back a bit and discuss things further at the next meeting. While referring to the example speed hump policy from Texas, he asked the Commission to look over it and give their thoughts on if they feel it would work in Peoria. He added that Commissioner McNamara had sent over an application from the same example policy that was printed out and added to the agenda packet just before the meeting commenced.

Commissioner Herz asked if there was a way to reach out to people in San Antonio (TX) to gather feedback on how their policies have been received by citizens. Mr. Stoffer confirmed and questioned what kind of information he wished to obtain. He replied that he would like to know if people were pleased with the policy, if it was a workable system, if there were complaints about the length of the process, how many complaints (if any) had been received, how the policy was implemented, how citizens were notified, and where citizens could obtain information and applications.

A brief discussion was held amongst the Commission about speed hump types and criteria including various sizes of speed humps and where they could be placed. Mr. Stoffer commented about the placement of speed humps, saying that if they are too close or too far apart from each other they would not be effective. Commissioner McNamara asked if the speed humps already installed by the City of Peoria would meet the eligibility requirements set forth by San Antonio. Mr. Stoffer confirmed and said that they try to closely match that criteria but that it was a problem in some neighborhoods.

Referring to the example speed hump policy in the agenda packet, Commissioner Herz recommended that the Commission not adopt the eligibility requirement that the measured speed must be at least 35 MPH and that the street itself must have a speed limit of 30 MPH. He added that he would think there were lots of places where the speed limit is 20-25 MPH and that when cars travel 5 MPH in excess of that it could be considered excessive.

Mr. Stoffer agreed with Commissioner Herz and said that you have to set priorities for the policy and that maybe a requirement could be cars traveling 5 MPH over the posted speed limit. Commissioner McNamara commented that he agreed with Commissioner Herz’s modification.

Commissioner Messmore asked what the average cost was for a speed hump. Mr. Stoffer responded, saying that the rough estimate was $10,000 but that if they could create a policy, there might be a way to either obtain some funding or have a neighborhood pay a portion of the cost.

Commissioner McNamara said that he was concerned about the possibility that some neighborhoods wouldn’t be able to pay their share.

A brief conversation took place amongst the Commission about less costly traffic calming methods. Commissioner Messmore questioned if there were any cheaper traffic calming methods besides speed humps. Adding to his question, he asked if the first step would be a speed limit reduction. Mr. Stoffer responded that they try to get enforcement and that the speed limit reduction goes hand in hand with enforcement. He added that another option was to put up speed feedback signs but that those cost a couple thousand dollars. No matter what you do, he said, there is a funding requirement and signs aren’t a physical barrier.

Commissioner Messmore then asked if they wanted to put out the speed hump policy when they don’t have the money to take care of the roads in their present condition. He questioned if there was a cheaper way to alleviate some of the requests. Commissioner Messmore also questioned if citizens were aware of what they asking for. Maybe, he said, they either didn’t need it or something else, he mentioned flashing yellow lights, would work better for them. He added that this could be more of a knowledge problem than a real problem in some areas. Mr. Stoffer replied that no matter what they would still get speed hump requests as the public felt they would be effective. He added that, versus cheaper methods, speed humps were the first physical method due to the fact that you would actually feel it if you didn’t slow down. If there was a policy, he said, they could set priorities to steer requests to the most cost-effective method that would work best with the particular area.
Commissioner McNamara asked to discuss the requesting process. He stated that he was accepting the staff’s input that the bulk of the requests were for one particular traffic calming device. He agreed with Commissioner Messmore that the problem could be educational and that some other method may work better. However, he said, since there wasn’t an overall policy, a lot of the content of a speed hump policy would basically reflect the language you would put into a traffic calming policy in terms of eligibility and implementation.

He said that if most of the requests were for speed humps, it was probably what they would want to do first, based on the demands of the public. He hoped to follow up with an overall policy fairly quickly so they could develop an educational component. He explained that a lot of other policies he looked at spent a lot of time educating the public on traffic calming and different options. He then reiterated that if the demand was speed humps, they should get something in print that they could share and use. Once the public gets exposed to other options, he said, they might find that other traffic calming methods could be more cost-effective.

Commissioner McNamara asked Mr. Stoffer if the example speed hump policy had enough information to be a good model policy for Peoria. Mr. Stoffer responded that it was a good start but that other sections could be added so additional information could be provided by the applicant. A brief discussion was held amongst the commission about what could be added to the example policy that would work well with Peoria. Mr. Stoffer offered to work on a draft Peoria policy to bring to the next Transportation Commission meeting.

The Commission then discussed funding for traffic calming. Commissioner McNamara suggested that maybe the funding part, specifically if the neighborhood wanted to pay for it, could be left out. Commissioner Messmore referred to the Chadwick Estates regulation discussed at the last meeting and how the neighborhood paid for the sign poles. Mr. Stoffer explained that the work was done by a no-cost permit where the City allowed the ornamental change but only paid for and maintained the signs themselves. Mr. Stoffer added that if the funding part was left out of the application, there could still be a way for a neighborhood to reach out to their Councilperson to request to pay entirely for speed humps to be installed in their neighborhood.

Chairman Hudson said that he didn’t necessarily think that just because one neighborhood could afford to pay for it and another couldn’t, that they should go first. However, if they want to pay for it and they are in line like everybody else, he didn’t see anything wrong with them paying for it.

Commissioner McNamara asked if Mr. Stoffer had a GIS overlay for where speed humps were already installed. He wondered if there were any common characteristics regarding traffic flow or any major traffic patterns. Mr. Stoffer said that he did not but that he could look in to that for the next meeting.

Chairman Hudson asked how many speed humps had been installed so far. Mr. Stoffer responded that maybe a dozen to twenty had been installed. Commissioner Messmore then asked if these speed humps were mainly installed on thoroughfare/arterial type roads. Mr. Stoffer denied, saying that the only ones on thoroughfare/arterial were on Forrest Hill.

Commissioner McNamara mentioned the recent Journal Star article about speed humps being installed on Barker Avenue. Mr. Stoffer said that they were trying to get those installed before school started.

Commissioner McNamara mentioned another recent Journal Star article about the City and ADA compliance. He said that Director Reese had some good responses about how the city was always trying to meet ADA requirements any time they did a project. Mr. Stoffer added that that goes along with complete streets and how they look at everything when they do a project, including pedestrians.

Commissioner McNamara stated that he recommended using the example policy as a model, with minor modifications discussed at the meeting needing to be made. He said that the Commission could review the
changes at the next meeting and hopefully move forward with recommending that the policy be accepted by the Commission.

Commissioner Smesrud asked if staff would be looking at the condition of the pavement in terms of criteria, adding his concern for spending money on installing a speed hump where the road needs to be repaired. Mr. Stoffer said that if they removed the roadway and put in a piece of concrete that it would not require replacement and that they could mill around the speed hump.

Mr. Stoffer closed the discussion of speed humps by stating that he would work on a Peoria policy and bring drafts to the next meeting.

NEW BUSINESS

Commissioner McNamara asked to discuss the City’s budget as a work list item and the timeline for developing criteria for the City Manager to look at. Mr. Stoffer said that they were currently looking at the operational budget. He added that he could reach out to Director Reese to invite him to a Transportation Commission meeting to discuss the budget and reductions.

Commissioner McNamara also discussed the term for Commission members. He suggested that they add an ongoing September agenda item to elect a chairman and vice chairman. Mr. Stoffer asked if the nomination would occur in September and election would occur in October. Commissioner McNamara confirmed.

Commissioner Messmore inquired about road diets, specifically for Frostwood Parkway. He wasn’t sure of the process or if it was a feasible thing to do. Mr. Stoffer said that they could look to see if there was something that could be done. When they receive requests for road diets, he said, they look to see if they could restripe the road or if it requires construction.

The Commission then discussed the subject of restriping pavement including cost, previous restriping jobs, its effectiveness, different types of paint, and hydro-stripping.

A. ENGINEERING PROJECTS UPDATE

Mr. Stoffer gave a brief update on ongoing projects around the city:

The Harvard project, he said, was still underway and that traffic was going to be switched to the other side soon.

The Sheridan Road project was completed.

The Northmoor project would be starting very soon. Commissioner Messmore asked what the timeline was for that project. Mr. Stoffer said that it was two years.

The Folkers Project, he said, was open as of that day.

The Rock Island Trail project, he commented, was a slow process. Commissioner Herz inquired about grants. Mr. Stoffer said that they were waiting for approval from IDOT and that one grant was to renovate the bridge and the other ITEP grant to continue the Trail one mile South.

The Alta/Radnor Roundabout project was still under progress.

Commissioner Herz inquired on the status of the Pioneer Parkway extension grant. Mr. Stoffer said that he would get more information on the timeline.
Commissioner McNamara asked if there was some sort of document with updates on every single project. Mr. Stoffer said he would look into that.

UNFINISHED BUSINESS

Commissioner McNamara wished to discuss complete streets and one of ordinance requirements that a year after implementation they review how they met the metrics and provide a report to the Council. Mr. Stoffer said that they were compiling information and that he would gather more information for the next meeting.

PUBLIC COMMENT

No one came forward to address the Commission.

Next Meeting

The next Transportation Commission meeting will be held on Tuesday, September 19, 2017 at 3:00 p.m. at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

Adjournment

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

Approved by viva voce vote. The meeting adjourned at 4:10 p.m.

Chairman Joe Hudson Nick Stoffer, Traffic Engineer
TO: Patrick Urich, City Manager  
THRU: Scott Reeise, Director of Public Works  
FROM: Nicholas Stoffer, Traffic Engineer  
DATE: September 15, 2017  
SUBJECT: Reduction in speed limit: N Peoria Ave (Forrest Hill to McClure)

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

- Area neighborhood residents and the Gift Ave Neighborhood Association have requested that N Peoria Ave between E Forrest Hill Ave and E McClure Ave be reduced from a speed limit of 30 MPH to a speed limit of 25 MPH. This will promote more safety for the area by encouraging slower traffic. Staff has investigated the requested area and found this to be a low volume, residential roadway with many private driveway entrances and on-street parking. Staff concurs that a reduction in speed limit is justified.

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 from 30 to 25 MPH on N Peoria Ave between E Forrest Hill Ave and E McClure Ave

*This intersection is in Council District 3.*

If you have any questions, please 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 “S” 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 reduced in speed limit (30 to 25 MPH):

North Peoria Avenue between East Forrest Hill Avenue and East McClure 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 “S” 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 9/15/17
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.

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 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 ¼ 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.
Request for Traffic Calming Investigation

The following is a request form for traffic calming (please feel free to submit this form as a formal request). Each request must contain the completed information as indicated in sections A, B and C.

A. Street Study Information

Each request must provide the name of the street on which a study is requested and the boundaries of the street segment. Boundary limits may change at the discretion of the Public Works Department. Traffic studies will be conducted only within the boundaries indicated. Please use street names for boundary limits, not block ranges.

Requested Street: 

Boundary Area: From:  

To: 

B. Contact Person Information

Each request must provide a contact person who lives on the requested street within the study area boundary. If the request is being submitted from a neighborhood association, please provide the name, address, and telephone number of the duly authorized representative of the neighborhood association. The contact person will receive all correspondence and will be responsible for gathering evidence of support.

Name: 

Address: 

San Antonio, TX Zip: Phone #: 

E-Mail Address: 

I agree to be the contact person for the above request, and I understand that a request may not automatically be withdrawn from consideration once a study determines the street to be eligible for traffic calming treatments.

Signature: Date: 
C. Evidence of Neighborhood Support

Please provide evidence of neighborhood support for participation in the program. The attached form can be used for this request. Evidence of support must be within the study area as identified in Section A. Additional copies of this page may be submitted to secure the required number of signatures.

We the undersigned owners and residents of ____________________________________________ hereby offer our support for our neighborhood's participation in the traffic calming study.

Please secure signatures from residents representing at least 2/3 of the households whose property is next to the street segment in question. **For speeding issues, street length must be at least ¼ mile long.** To determine the number of signatures needed use the following formula:

\[
\text{Number of properties} = \text{number of properties next to street} \times 0.67 = \text{required number of signatures (round up to the next whole number)}
\]

**By signing this form, you give your consent** for placement of the traffic calming treatment next to your property & you understand on-street parking may be removed.

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**Speed Hump Policy**

A speed hump is a gentle engineered rise and fall of pavement surface placed in the roadway to physically reduce the speed of vehicles through a corridor. They have been found to reduce speed when placed appropriately, usually in series along a roadway corridor, while still providing safe operation for motorist.

The procedure for requesting speed humps is as follows:

**Step One: Speed Hump Request:**

A request for Speed Humps begins by completing a “Speed Hump Request Application” form. The form is available by visiting the Public Works facility at 3505 N. Dries Lane or by download from the City’s website.

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

**City of Peoria**

Public Works Department  
Traffic Engineering  
Speed Hump Program  
3505 N. Dries Lane.  
Peoria, IL 61604

The request must be for a specific street segment and should include, at a minimum the following information:

- The name of the requested street.
- The cross street boundaries of the street segment (example: between Main Street and Sheridan Avenue).
- Name, address, email and phone number of the contact person for the request.
- Evidence of neighborhood support (petition of residents’ signatures representing at least 2/3 of the individual properties adjacent to the study area).
- Signature of the 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**

For a request to qualify for consideration, the requested street segment(s) must meet the following criteria:

- The street must be primarily residential and which provides direct access to abutting single family, duplex or other residential properties.
- The street must have no more than one travel lane in each direction.
- The street segment must be at least ¼ mile in length.
- The measured length must be continuous without interruption by a traffic control device.
- The measured 85% percentile speed must be at least 35 MPH or 5 MPH over the posted speed limit.
- The measured volume along the street segment must be at least 500 vehicles per day.
- The street must not be designated as an arterial roadway in the City’s Thoroughfare Map.
- The street segment must not have a direct Fire Department access within ¼ mile.

Other factors such as crashes related to speed, horizontal curves, vertical alignment, emergency access and sight distance concerns 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 allowed to reapply for the following two years unless there is significant change in traffic or geometric conditions. All applicants will be notified of the status of their application upon review.

**Step Three: Funding**

Eligible projects will be scheduled for construction, as funding becomes available. An eligible project may be expedited if 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**

- Speed humps 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 not be placed on a curved section of roadway.
- Seed humps will not be placed on street segments with a vertical grade exceeding 8%.
- Speed humps will be placed as near to property lines as possible.
- Parking will not be allowed on the speed humps or within a minimum of 20’ on each side, as determined by engineering study.

**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.
Speed Hump Request Application
City of Peoria/Traffic Engineering
Speed Hump Program

Request for Traffic Calming Investigation
The following is a request form for traffic calming. Please use this form as a formal request. Each request must contain the completed information as indicated in section A, B and C, below.

A. Street Study Information
Each request must provide the name of the street on which a study is requested and the boundaries of the street segment. Boundary limits may change at the discretion of the Public Works Department. Traffic studies will be conducted only within the boundaries indicated in the request. Please use cross street names for boundary limits, not block ranges.

Requested Street:       Click here to enter text.
Boundary Area:          From:  Click here to enter text.
                        To:    Click here to enter text.

![Diagram of street study area with examples]
B. Contact Person Information

Each request must provide a contact person who lives on the requested street, within the study limits. If the request is being submitted from a neighborhood association, please provide the name, address, email and telephone number of the authorized representative of the neighborhood association. The contact person will receive all correspondence and will be responsible for gathering evidence of neighborhood support.

Name: Click here to enter text.
Address: Click here to enter text.
Peoria, IL Zip: Click here to enter text.
Phone #: Click here to enter text.
Email Address: Click here to enter text.

I agree to be the contact person for the above request, and I understand that a request may not automatically be withdrawn from consideration once a study determines the street to be eligible for speed hump installation.

Signature: Click here to enter text. Date: Click here to enter text.

C. Evidence of Neighborhood Support

Please provide a petition of owner/resident signatures as evidence of neighborhood support for participation in the program. The attached form can be used for this request. Evidence of neighborhood support must be within the study area as identified in Section A. Additional copies of this page may be submitted to secure the required number of signatures.

We the undersigned owners and residents of Click here to enter text. hereby offer our support for our neighborhood’s participation in the traffic calming study.

Please secure signatures from residents representing at least 2/3 of the households whose property is next to the street segment in question. For speeding issues, street length must be at least ¼ mile long. To determine the number of signatures needed use the following formula:

Number of properties = Click here to enter text. multiplied by 0.67 = Click here to enter text. (round up to the next whole number)

By signing this form, you give your consent for placement of the traffic calming treatment next to your property and that you understand that on-street parking may be removed.

<table>
<thead>
<tr>
<th>Printed Name</th>
<th>Phone# /Email</th>
<th>Address</th>
<th>owner/resident</th>
<th>Signature</th>
</tr>
</thead>
</table>

Printed Name | Phone# /Email | Address | owner/resident | Signature
<table>
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MACARTHUR HIGHWAY BRIDGE RECONSTRUCTION

3RD PUBLIC INFORMATIONAL MEETING
MONDAY, SEPTEMBER 11TH, 2017
CROSS-SECTION
(Looking South at Bridge)
QUESTIONS?

- STEPHEN LETSKY, PE - ENGINEERING PROJECT MANAGER FOR PUBLIC WORKS
- BILL LEWIS, PE - CITY ENGINEER
- SCOTT D. REEISE, PE - PUBLIC WORKS DIRECTOR
# 2017 Pavement Preservation

<table>
<thead>
<tr>
<th>Street</th>
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<th>Council District</th>
<th>Pavement Treatment</th>
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<td>JEFFERSON</td>
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<td>Jefferson</td>
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<td>CRF</td>
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<td>N Park Edge Ct</td>
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<tr>
<td>W Newcastle Dr</td>
<td>EOP WEST</td>
<td>CUL-DE-SAC</td>
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<td>CUL-DE-SAC</td>
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<tr>
<td>N Arbor Dr</td>
<td>JAMES</td>
<td>BIG HOLLOW</td>
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<td>CRF</td>
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<td>W Hollow Trace Dr</td>
<td>SYLER</td>
<td>IDLEWHILE</td>
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## 2017 Pavement Preservation

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<tr>
<th>Street</th>
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<th>To</th>
<th>Council District</th>
<th>Pavement Treatment</th>
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<td>ROCKVALE</td>
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<td>N Talisman Terr</td>
<td>W Heidi Ct</td>
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### 2016 End of Year Stats

**Construction Projects Completed in 2016**

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<tr>
<th>Project</th>
<th>From Street</th>
<th>To Street</th>
<th>Year</th>
<th>District</th>
<th>Centerline Miles</th>
<th>Construction Cost</th>
<th>Green infrastructure</th>
<th>new bike lane (mi)</th>
<th>new sidewalk (ft)</th>
<th>new ramps (ea)</th>
<th>new crosswalks (ea)</th>
<th>ADA ramp stop (ea)</th>
<th>Report of Crash (Before)</th>
<th>Report of Crash (After)</th>
<th>ROW tree plantings (ea)</th>
<th>Notes</th>
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<td>Hickory Grove Rd</td>
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<td>0</td>
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</tbody>
</table>

*5' bike lane on each side of road; 2X; 10' wide bikeway on one side = 1X*