CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, OCTOBER 17, 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.
• Introduction of New Commissioner, Mr. Clint Gilbert

MINUTES – Regular Meeting of September 19, 2017

AGENDA ITEMS

ITEM No. 1: NOMINATION of COMMISSION OFFICERS

ITEM NO. 2: 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 the ALL STREETS in the WILLIAMSBURG SUBDIVISION . [District 4]

ITEM No. 3: DISCUSSION of Public Works CIP 2018 BUDGET

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

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

UNFINISHED BUSINESS

NEW BUSINESS

A. ENGINEERING PROJECTS UPDATE

PUBLIC COMMENT

NEXT MEETING

TUESDAY, NOVEMBER 21, 2017

ADJOURNMENT
A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:03 p.m. on Tuesday, September 19, 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 George Ghareeb, Commissioner Nathaniel Herz, Commissioner Brandon Lott, and Commissioner Patrick McNamara - 5.

Commissioners Absent: Commissioner Bernie Goitein, Commissioner Joe Messmore, and Commissioner David Smesrud - 3.

Others in attendance included Traffic Engineer Nicholas Stoffer and Public Works Administrative Specialist Michelle Mahoney.

ANNOUNCEMENTS, ETC.

- Gathering at the Well

Commissioner McNamara referred to the flyer submitted just before the meeting, stating that he saw it posted at a church food pantry and that it was for an upcoming event where the Public Works Director would be a speaker. Mr. Stoffer confirmed, saying that the Director would be speaking about storm water control. Commissioner McNamara said he thought it might be of interest to the Commission.

Mr. Stoffer said that the event was scheduled for September 30, 2017. He then thanked Commissioner McNamara for bringing the flyer to the Commission’s attention.

MINUTES

Commissioner Ghareeb moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on August 15, 2017, as printed; seconded by Commissioner McNamara.

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 “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]:

Mr. Stoffer outlined the request, stating that he received it via e-mail from the Gift Avenue Neighborhood Association. This road, he said, fits all the criteria for a reduction. Commissioner McNamara asked if they had any minutes from neighborhood meetings. Mr. Stoffer stated that they did not.
Commissioner McNamara requested Mr. Stoffer pull up the area on Google Maps, stating that he noticed there was No Parking on the east side of the street. He said that it looks like you’d want to go fast because of the open pavement in front of you. His thought, he said, was that he agreed with the speed limit reduction but he wondered why there was no parking on one side of the street. Commissioner Lott pointed out that it was probably because the road was narrow. Mr. Stoffer agreed with Commissioner Lott’s comment.

Commissioner Herz recommended posting a bicycle route sign in an attempt to influence traffic behavior. Commissioner Ghareeb questioned if that roadway was a bicycle route. A brief discussion took place amongst the Commission on the qualifications for a roadway to be considered a bicycle route. Mr. Stoffer said he would check to see if this particular roadway was in fact a bicycle route.

Commissioner Ghareeb asked Mr. Stoffer if the City had a policy for people requesting speed reductions. Mr. Stoffer denied, explaining that they had a City Code and not a Policy. The City Code, he said, stated that any reduction below 30 MPH required an Engineering study. He added that there was nothing in the Code saying they couldn’t develop a policy.

Commissioner Ghareeb then referred to the University Street reduction, asking where you draw the line or set a limit. Mr. Stoffer said that years ago they attempted to make a blanket statement where all residential streets would be 25 MPH but they were advised by the state and the City’s legal department that they could not do that. As a result, he said, reductions were done on a case by case basis.

Commissioner Herz stated that his preference was that the Commission not spend its’ time looking in to the requests - other than providing a forum for citizens to speak about their issues. He added that he would like to know the amount of time and effort expended on these requests by the City.

Commissioner Ghareeb added that something could be put in writing before the City would even begin to expend their time and efforts. Mr. Stoffer requested clarification as to what form of effort he was referring to. Commissioner Ghareeb replied that it could be in the form of a petition or minutes from a meeting held.

Commissioner Herz commented that the first thing the City could develop could be a very minimal form to move forward with. Mr. Stoffer advised that they could work on developing that.

Commissioner Lott pointed out these amendments were a variance to state policy and that he relied on Mr. Stoffer’s Engineering judgment when faced with such requests.

A brief discussion took place between Commissioner Ghareeb and Mr. Stoffer about forming a sub-committee to work on a policy. It was decided between the two that Mr. Stoffer would reach out to the City Clerk to acquire more information on the matter.

Commissioner Herz reiterated that he did not think it was in the best interest of the Commission to weigh in on regulations, especially in the absence of a policy. His suggestion was to only put something on the agenda to provide people with an opportunity to speak if the City initially denied their request. He found giving people the opportunity to be heard pragmatic. He added that he was perfectly fine with second guessing the process, but not with making the decision after only looking at an image on Google maps.

Both Commissioner McNamara and Mr. Stoffer expressed that they were in agreement with Commissioner Herz’s statements.

A brief discussion took place amongst the Commission about the role of the Transportation Commission and the importance of developing a traffic calming policy to adhere to.

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 from 30 to 25 MPH for N. PEORIA
AVE., BETWEEN E. FORREST HILL AVE. AND E. MCCLURE AVE. [District 3]; seconded by Commissioner Herz.

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 referred to the attachments in the agenda packet, stating the Commission had discussed developing a Speed Hump policy at the last regular meeting and ultimately decided to use the San Antonio policy as a guideline while creating a policy for Peoria.

Commissioner McNamara inquired as to the next steps of the process. Mr. Stoffer advised that the Commission would review and provide any comments. He suggested they could take a couple months to make sure it was what they wanted. He also suggested that the wording from a speed hump policy could be used as an unofficial guideline for traffic calming in general.

Commissioner McNamara then asked Mr. Stoffer if requests for speed humps were diminishing or if this policy was needed sooner rather than later. He added that from what he could see on the draft policy (included in the handouts) he was in general agreement, with minor modifications, with what Mr. Stoffer did. Mr. Stoffer replied that it wasn’t a bad idea to start now and that it could help set priorities.

A brief discussion took place amongst the Commission about how speed hump requests will be handled and funded, including if it would be a “first come, first serve” scenario or otherwise.

Commissioner Ghareeb briefly stepped out of the meeting at 3:47 p.m. and returned to the meeting at 3:48 p.m.

Commissioner Lott asked Mr. Stoffer if he needed the Commission to take action on this right away. Commissioner Ghareeb then requested for more time to review the policy. No one came forward to object to Commissioner Ghareeb’s request.

UNFINISHED BUSINESS

NEW BUSINESS

A. ENGINEERING PROJECTS UPDATE:

Mr. Stoffer provided a brief update on current projects within the city of Peoria:

The Northmoor Project, he said, had just started and the road had just closed down on Monday. The focus this year was on a new intersection by Expo Gardens and Richwoods School. While referring to the map, he explained the detour routes. This stage of construction was expected to last until the end of November. After that, both eastbound and westbound lanes would open for the winter.

The Harvard Project, he said, was still ongoing with work occurring on the second half of the roadway. He explained that storm sewer work in addition to curb and gutter work was scheduled, with pavement work expected to take place in October. Project completion was expected to occur around November.
The Alta/Radnor Project, he said, started late due to utilities. Utility work had since then been completed and storm sewer work just began. It was anticipated that traffic would open up at the end of November or early December. This, however, was not the anticipated Project completion date due to utility setbacks. Final paving, pavement markings, and landscape work could take place in the spring.

The Pavement Preservation Project, he said, was still ongoing with Slurry Seal work starting September 22nd and lasting approximately one week. Additionally, the CRF (asphalt rejuvenation) portion was left to do but they were waiting for the appropriate weather conditions.

At this time Mr. Stoffer brought to the attention of the Commission a hand-out titled “2016 End of Year Stats” that was given to Commissioners just before the meeting commenced. While referring to the hand-out, Mr. Stoffer explained that staff started to accumulate information for the Complete Streets policy. He advised this was the first attempt and that staff was working to improve future end of year stats to provide a more complete report. Commissioner Lott commented that he felt the document was a great start to set up the framework and fill in the data.

Commissioner McNamara then directed the Commission’s attention to an attachment labeled “New Business – A,” regarding the MacArthur Highway Bridge Reconstruction Meeting. Mr. Stoffer then explained the nature of the meeting and the scope of the project.

Commissioner McNamara then stated he would like to discuss the election of a Chairman and Vice Chairman. If possible, he said, he would like to have the election take place next month. Mr. Stoffer wondered if the Commission would want to wait until they gained a couple more members.

A brief discussion took place amongst the Commission about term length for Commissioners and when to hold both nominations and elections. The Commission came to the decision that Mr. Stoffer would look into the rules and have something on the agenda for the next meeting.

Commissioner McNamara commented that he would like for Director Reeise to come in and discuss the City’s budget at a regular meeting. Mr. Stoffer responded, saying that he was going to ask Director Reeise to come in and talk at the next meeting. He also invited the Commission to take the City’s Budget Challenge if they hadn’t already done so.

Commissioner McNamara then inquired as to the status of a GIS overlay map where speed humps had already been installed. Mr. Stoffer advised that staff was currently working on it.

Commissioner McNamara also inquired as to the status of the Smart Growth Application that was discussed at a previous meeting. Mr. Stoffer advised that they did not get the grant.

Commissioner Herz inquired as to the status of the Rock Island Trail Project. Mr. Stoffer advised it was a slow process and that they were currently working with IDOT on what needed to be designed.

**PUBLIC COMMENT**

No one came forward to address the Commissioners.

**Next Meeting**

The next regularly scheduled Transportation Commission meeting will be held on **Tuesday, October 17, 2017 at 3:00 p.m.**
The Alta/Radnor Project, he said, started late due to utilities. Utility work had since then been completed and storm sewer work just began. It was anticipated that traffic would open up at the end of November or early December. This, however, was not the anticipated Project completion date due to utility setbacks. Final paving, pavement markings, and landscape work could take place in the spring.

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Commissioner McNamara then directed the Commission’s attention to an attachment labeled “New Business – A.” regarding the MacArthur Highway Bridge Reconstruction Meeting. Mr. Stoffer then explained the nature of the meeting and the scope of the project.

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PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, October 17, 2017 at 3:00 p.m.
Adjournment

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

Approved by viva voce vote. The meeting adjourned at 4:24 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

mjm
October 12, 2017

Dear Mr. Stoffer:

On the afternoon of October 10, 2017, I sent an Email to every homeowner in Williamsburg Estates asking them if they would like a 25 MPH speed limit sign on the Jamestown Road entryway hill. There are 42 homes in Williamsburg.

I have received 26 responses from homeowners, all desiring a 25 MPH speed limit sign. Many of the responders were very enthusiastic about having a speed limit sign installed. I did not receive any negative votes regarding a sign. In summary, a majority of the Williamsburg HOA has voted to ask the city to install a speed limit sign.

As we discussed over the telephone this past Monday, there are an increasing number of children in our neighborhood. We have many speeders driving through Williamsburg. The biggest offenders are the UPS and FedEx trucks. Hopefully a speed limit sign will slow down offenders and avoid an accident.

I would be happy to attend your meeting on Tuesday 10/17/2017. Thank you for all your help.

Sincerely,

Craig Allen Fenton, MD
President Williamsburg HOA
TO: Patrick Urich, City Manager
THRU: Scott Reeise, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: October 13, 2017
SUBJECT: Reduction in speed limit: Williamsburg Subdivision

The purpose of this memo is to recommend the increase or decrease in speed limit on roadways 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 Williamsburg Homeowners Association have requested that their subdivision streets be reduced from a speed limit of 30 MPH to a speed limit of 25 MPH. This will promote a higher level of 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. The “RESIDENTIAL SPEED LIMIT 25 IN THIS SUBDIVISION” sign is recommended for this.

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 “S” of the City Code by the following:

- Reduce speed limit of 30 to 25 on:
  - N. Jamestown Rd.
  - W. Glouchester Ct.
  - W. Prince George Ct.

This intersection is in Council District 4.

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):

Williamsburg Subdivision which consists of:
- North Jamestown Road
- West Glouchester Court
- West Prince George Court

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 10/13/17
Community Investment Plan (FY18-22)

Project Name: ADA Ramp Installation/Replacement Program

Total Project Cost: $1,400,000
Lead Department: Public Works
Project Type: Public benefit - PB

Project Purpose:
Bring the City of Peoria into ADA compliance by installing curb ramps at intersections.

Project Narrative:
The City's ADA Transition Plan, adopted in 2012, prioritizes ramp installation by: 1) requests from the physically challenged or their representative; 2) reconstruction projects; 3) corners near sidewalk replacement program participants; 4) quadrant locations requiring inlet replacement; 5) quadrants near utility work; and 6) new construction. Ramps in recent years have been constructed in targeted areas by contract and, when possible, in conjunction with work by others (i.e., private contractors, other governmental units, and utilities) on the public right-of-way. Based on a current estimate there are about 4,250 ramps to be replaced at $2,500 per ramp for a total project of about $10,625,000.

Project Cost Summary

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Impact on Operating Budget

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Community Investment Plan (FY18-22)

Project Name: Bicycle Plan Implementation Program

Total Project Cost: $450,000
Lead Department: Public Works
Project Type: Capital improvement - CB

Project Purpose:
This program is for the development and implementation of a consolidated citywide bike master plan.

Project Narrative:
The City of Peoria receives a growing number of requests to stripe bike lanes on City streets. A consolidated bike plan for the entire City helps to accommodate these requests, where applicable, and ensure that the City’s bike network is a safe and interconnected system for both recreational and commuter bicyclist. Additionally, the plan provides the City a means to further implement complete streets ideals within the community. In 2014, the City hired Alta Planning + Design to work with staff to develop a citywide bicycle plan to set priorities and guide future planning of bike facilities. In 2018, and beyond, the program will allow staff to continue to plan and implement bike facilities throughout the community. This program will impact the operating budget annually, by requiring additional pavement marking and signage maintenance for the bicycle facilities.

Project Cost Summary

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</tbody>
</table>
Project Name: Bridge — MacArthur Highway Replacement

CIP Status: Existing
Criteria: Maintenance-Replacement
Priority: Medium

Total Project Cost: $8,620,219
Lead Department: Public Works
Project Type: Public benefit - PB

Priority Matrix Level
Level 2

Project Purpose:
This project will replace the structurally deficient MacArthur Highway Bridge.

Project Narrative:
The MacArthur Highway Bridge, which spans R.B. Garrett Avenue, is an aging structure along an arterial roadway. This structure was constructed in 1942 and received a maintenance renovation in 2001. The bridge is currently load rated 10 tons. The bridge has a sufficiency rating of 3.0 which makes it eligible for replacement through the State’s Major Bridge Program. A request was made through IDOT for FY2018 funding. The City received notice from IDOT on April 17, 2013 that $4,840,000 in Illinois Major Bridge Program funds were approved for the replacement of the bridge, which represents 80% of the eligible construction and construction engineering cost estimated.

Project Cost Summary

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Funding Source Summary

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Impact on Operating Budget

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<th>FY2021</th>
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Council District: 1st
Community Investment Plan (FY18-22)

Project Name: Glen Avenue (War Memorial Dr to University St)

Total Project Cost: $7,660,000
Lead Department: Public Works
Project Type: Public benefit - PB

Criteria: Maintenance-Replacement
Priority: Medium

Council District: 4th

Project Purpose:
This project will allow for the design and reconstruction of Glen Avenue from War Memorial Drive to University Street.

Project Narrative:
Glen Avenue from War Memorial Drive to University Street has deteriorated due to the high volume of traffic with trucks going between the two commercial sites. The Glen Avenue project will improve the existing roadway to provide multi-modal transportation alternatives and applicable green infrastructure on a section between two high density commercial zones. Approximately 5,100 linear feet of roadway will be removed and reconstructed.

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Impact on Operating Budget

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+/- Total Impact on Operating Budget: $-
Community Investment Plan (FY18-22)

**Project Name:** Harrison School Impact Zone Infrastructure

**Total Project Cost:** $300,000

**Lead Department:** Public Works

**Project Type:** Public benefit - PB

**Project Purpose:**
This project is to sponsor infrastructure improvements in the area known as Harrison Impact Zone.

**Project Narrative:**
The focus of the work will be on infrastructure needs within the Harrison Impact Zone. Specifically, sidewalk replacement within the two block radius of the new Harrison School will be addressed with this project. Sidewalk installation/replacement for Year 2014 include areas on Hayes and Griswold. Sidewalk installation/replacement for Year 2015 include areas on Stanley, Idaho, Seibold, and Meidroth.

---

**Project Cost Summary**

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<th>Prior Year(s)</th>
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<th>FY2020</th>
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**Impact on Operating Budget**

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<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>Beyond 2022</th>
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</thead>
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</table>
Community Investment Plan (FY18-22)

**Project Name:** Northmoor Rd Improvement (Allen to University)

**Total Project Cost:** $12,725,000

**Lead Department:** Public Works

**Project Type:** Road (state mkt) - M

**Project Purpose:**
Design engineering, right-of-way acquisition, construction engineering, and construction of Northmoor Road Improvements from Allen Road to west of University Street.

**Project Narrative:**
This is the fourth construction phase of a City/County effort to improve Northmoor Road. This project will reconstruct Northmoor Road to a nominal three lane cross section between Allen Road and just west of Richwoods High School, transitioning to a nominal five lane cross section from just west of Richwoods High School to just west of University Street. This current project was formerly split into two projects. Design is planned in 2015 and 2016, with easement and ROW acquisition planned for 2016. Federal grant funds through the Peoria Pekin Urbanized Area Transportation Study are available to fund 70% of construction in 2017 and 2018. This project is located in Council Districts 4 & 5.

**Priority Matrix Level:**
Level 1

**CIP Status:** Existing

**Criteria:** Maintenance-Replacement

**Priority:** High

---

**Expense Category** | Prior Year(s) | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | Beyond 2022 | Total
--- | --- | --- | --- | --- | --- | --- | --- | ---
Engineering | $1,150,000 | $1,150,000 | $200,000 | $150,000 | $12,725,000
Land Acquisition | $400,000 | $400,000
Construction | $4,005,000 | $5,920,000 | $800,000 | $300,000 | $10,825,000
Equipment | $ | $ | $ | $ | $ | $ | $ | $ | $ |
Other | $ | $ | $ | $ | $ | $ | $ | $ | $ |
**Total Cost** | $5,555,000 | $5,920,000 | $800,000 | $450,000 | $12,725,000

---

**Funding Source** | Prior Year(s) | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | Beyond 2022 | Total
--- | --- | --- | --- | --- | --- | --- | --- | ---
State Motor Fuel Tax | $2,300,000 | $2,500,000 | $500,000 | $250,000 | $5,550,000
Federal Grant | $3,265,000 | $3,220,000
Local Motor Fuel Tax | $ | $200,000 | $300,000 | $200,000 | $700,000
**Total** | $5,565,000 | $5,920,000 | $800,000 | $450,000 | $12,725,000

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**Impact on Operating Budget**

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</table>
Community Investment Plan (FY18-22)

Project Name: Oak Cliff Court Culvert Replacement

Total Project Cost: $600,000
Lead Department: Public Works
Project Type: Drainage - D

CIP Status: New
Criteria: Maintenance-Replacement
Priority: Medium

Project Purpose:
To design and repair or replace a deteriorated Dry Run Creek culvert under East Oak Cliff Court.

Project Narrative:
The existing culvert carrying Dry Run Creek under the only road (Oak Cliff Court) into the Oak Cliff subdivision is deteriorated. The City had an engineering consultant evaluate this culvert and repair options in 2014. A structural engineer may be required to design and inspect the improvements. Construction plans and specifications will be advertised for contractor bids for the construction.

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<table>
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<tr>
<th>Expense Category</th>
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<th>FY2018</th>
<th>FY2019</th>
<th>FY2020</th>
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Impact on Operating Budget

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<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>Beyond 2022</th>
<th>Total</th>
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</thead>
</table>
Community Investment Plan (FY18-22)

Project Name: Pavement Preservation- Implementation

Total Project Cost: $6,200,000
Lead Department: Public Works
Project Type: Public benefit - PB

Priority Matrix Level
Level 1

CIP Status: Existing
Criteria: Maintenance-Replacement
Priority: High

Project Purpose:
Continue the program to preserve the existing pavement throughout the City on an area-cycled system.

Project Narrative:
The focus of this program is to preserve and maintain existing pavement throughout the City. Roadway surfaces have shown considerable wear without a recent Preservation Plan and Program. The initial year of the program (2014) assessed the roadway network, cataloged into GIS, and determined the areas of the City for a 7- to 10-year cycle for pavement preservation. In a typical year, after 2014, this program expects to complete surface treatment of a 36 foot wide pavement anywhere from 12 miles of full maintenance to 80 miles of partial preservation.

Project Cost Summary

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Impact on Operating Budget

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(3)
Project Name: Rock Island Greenway Extension

Total Project Cost: $985,793
Lead Department: Public Works
Project Type: Capital improvement - CB

Project Purpose:
This project is to extend the Rock Island Greenway trails shared use path south from the current termini at Harvard Avenue to Park Avenue.

Project Narrative:
The Rock Island Greenway is a portion of the Rock Island Trail System which runs from Toulon through Peoria. Currently the Rock Island Greenway is a rail trail off-street path running from the north edge of Peoria to Harvard Avenue, just north of War Memorial Drive/US 150. South of this location, the Rock Island Trail is routed on City Streets and through Springdale Cemetery. This inconvenience and difficult detour through Springdale Cemetery is the only way for users of the Rock Island Trail system to access areas south of War Memorial Drive, which limits use for commuting and is challenging for less able riders. The Rock Island Greenway Extension project extends the Greenway from Harvard Avenue to Park Avenue and is in both Council District 1 and 3. The project includes a crossing of War Memorial Drive/US 150 utilizing either a refurbished railroad bridge or new structure and the construction of nearly a mile of 10' bituminous pathway. Funding for this project has been requested and received through the Transportation Alternatives Program (TAP) and the Illinois Transportation.
Community Investment Plan (FY18-22)

Project Name: Roadway Infrastructure Projects

Priority Matrix Level
Level 2

CIP Status: New
Criteria: New Program
Priority: High

Council District: Citywide

Total Project Cost: $13,040,000
Lead Department: Public Works
Project Type: Road (local mlt) - L

Project Purpose:
To maintain the integrity and structure of City streets by preserving the existing roadways throughout the City on an area-cycled system.

Project Narrative:
Peoria City's roadway infrastructure improvement has long been a priority of the City Council and Citizens. Pavement Condition Assessment technology was utilized to evaluate and rate the condition of the roadway networks throughout Peoria and determine the relative need of each. This program will address these much-needed repairs and plan repairs in conjunction with the Pavement Preservation Plan. Planned reconstruction in 2016 and 2017 include Manor Parkway, Dries Lane, Dennis Court, Delmar Court, Harvard Avenue (Lake to Bishop), Stonnig Drive, Columbine Drive, Harvard (Bishop to Purdue), Bodell Drive and Circle Court. Work planned for 2018 - 2020 include Harvard Avenue (Purdue To War Memorial), Brevis Street, Wilson Avenue, Kneer Avenue, Donald Street, Scenic Drive, Geneva Road, Ligonier Street, Winifred Street, and Bourlard Avenue.

### Project Cost Summary

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### Impact on Operating Budget

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Community Investment Plan (FY18-22)

Project Name: Sheridan Road Reconstruction (McClure to Richmond)

Priority Matrix Level

Level 2

CIP Status: Existing
Criteria: Maintenance-Replacement
Priority: Medium

Council District: Citywide

Total Project Cost: $10,835,000
Lead Department: Public Works
Project Type: Road (state mfr) - M

Project Purpose:
This project will address arterial streets with in the City that need significant repair that is beyond an overlay.

Project Narrative:
Infrastructure such as pavement reconstruction, new curbs and gutters, storm sewer systems, and sidewalks are needed on the arterial streets. The plan for this project would be to start addressing the streets one at a time. In 2015, continued plan preparation for Sheridan between McClure and I-74 Bridge approach and began construction. In 2016, continue construction of the Improvement on Sheridan from McClure and I-74 Bridge approach; other projects will include Nebraska from Knoxvill to Prospect, McClure from University to Prospect, and Wisconsin from Nebraska to Forrest Hill. New regulations will require work on these projects to include upgrades to ramps and sidewalks to meet ADA requirements.

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<tr>
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Impact on Operating Budget

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Community Investment Plan (FY18-22)

Project Name: Sidewalk In Need of Repair Program - SINR

Total Project Cost: $2,130,000
Lead Department: Public Works
Project Type: Public benefit - PB
Project Purpose: To maintain a safe walking surface for the citizens of Peoria.

Project Narrative:
This annual program, overseen by Public Works, is intended to repair hazardous sidewalks: 1) within a target area as identified by the Public Works Department; 2) at hazardous locations received via complaints; and 3) at hazardous locations involved in litigation. These are defective sidewalks, which property owners have not addressed and which are or potentially could be liability and safety hazards. According to SINR Program policy, the City contracts for the work, pays the contractor in full, and is reimbursed by the property owner for the private share (20% or 10% if income eligible; sometimes paid over a period of time with a promissory note).

<table>
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<tr>
<th>Expense Category</th>
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<th>FY2019</th>
<th>FY2020</th>
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Impact on Operating Budget

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</tbody>
</table>
Project Name: Sidewalk Participation

Project Purpose:
Upgrade sidewalks within the City of Peoria to be safe and attractive.

Project Narrative:
This project, overseen by Public Works is a city wide Sidewalk Participation program. The program provides funds to replace defective sidewalks and provide infill in those areas that meet sidewalk policy guidelines. Sidewalks replaced are those which present potential safety hazards to pedestrians and liability to the City. This program includes both residential and commercial properties and can enhance economic development of an area. This program provides a well-maintained infrastructure and safe walking routes. Annually, there is a great demand for these funds. The City’s share of costs is 80% of the sidewalk replacement.

Project Cost Summary

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<tr>
<th>Expense Category</th>
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Funding Source Summary

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Impact on Operating Budget

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</table>
Community Investment Plan (FY18-22)

Project Name: Traffic Signal - Preemption

Total Project Cost: $355,000
Lead Department: Public Works
Project Type: Capital Improvement - CB

Project Purpose:
The traffic signal preemption system allows firefighters to traverse, with increased safety, through major intersections in the City.

Project Narrative:
This request is for six preemption systems in 2015 and an additional six units each year. At the end of 2014 the City had 43 preempted traffic signals. The six new systems in 2015 were located at intersections deemed critical by the Fire Department. This increase firefighter and citizen safety. Studies have shown traffic preemption systems can improve response time of fire apparatus by twenty percent and reduce crashes at signal controlled intersections. Installation will be performed by Public Works Electricians.

Priority Matrix Level
Level 2

Council District: Citywide

CIP Status: Existing
Criteria: Maintenance-Replacement
Priority: Medium

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Impact on Operating Budget

<table>
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<th>FY2021</th>
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<th>Beyond 2022</th>
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</thead>
</table>

+/- Total Impact on Operating Budget
Project Name: Traffic Signal Management System Upgrade

Priority Matrix Level: Level 2

CIP Status: New
Criteria: Maintenance-Replacement
Priority:

Project Purpose:
This purpose of this project is to upgrade the City/IDOT Traffic Signal Management System.

Project Narrative:
The City of Peoria and the Illinois Department of Transportation currently share two traffic signal control systems, which control a majority of the traffic signals within Peoria County. In the city one system controls the downtown signals and the second system controls the rest. These are closed loop controller systems, which were state of the art when they were installed in the mid-1990s. More than 20 years later these control systems are becoming obsolete, difficult to maintain, and may in the near future be unsupported by the manufacturers, who are now producing newer products. The requested upgrade will be to fund the City portion of a joint City/IDOT project to upgrade the systems to a central system, which will allow better staff interface, improve intersection efficiency and traffic control coordination, provide better reporting and will provide real-time monitoring and alerts, which should allow quicker response times.

Project Cost Summary

<table>
<thead>
<tr>
<th>Expense Category</th>
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Impact on Operating Budget

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91
Community Investment Plan (FY16-22)

**Project Name:** UNIVERSITY STREET

**Total Project Cost:** $4,919,940

**Lead Department:** Public Works

**Project Type:** Capital Improvement - C8

**Priority Matrix Level:** Level 1

**Council District:** 5th

**CIP Status:** New

**Criteria:** Maintenance-Replacement

**Priority:** High

**Project Purpose:**
To modernize and update roadway on North University Street from Pioneer Parkway to Townline Road.

**Project Narrative:**
Modernization of North University Street from Pioneer Parkway to Townline Road includes widening the roadway from 2-lanes to 3-lanes north of the rail road tracks, and reconstructing the road south of the tracks. The project would create turn-lanes, add curbs and gutters, install storm water pipes, and strengthen the subsurface of the entire road. The project has received $1.9 Million from the Economic Development Program (EDP) Grant and $1.9 Million from the Department of Commerce's Economic development Administration (EDA) Grant.

### Project Cost Summary

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### Impact on Operating Budget

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</table>
Project Name: Western Ave from Adams St to Lincoln Ave

Project Purpose:
Reconstruct Western Avenue from Adams Street to Lincoln Avenue.

Project Narrative:
Western Avenue is a major north south connector that connects the residential bluff to the commercial and industrial (employment) areas. The existing hot mix asphalt over concrete pavement has been steadily deteriorating and is need of reconstruction. Completion of this roadway reconstruction will improve a major link between to the employment and residential areas. Pedestrian and bicycle accommodations will also be improved during the construction of this road. The Western Avenue project will include street concepts and construction of green infrastructure.

<table>
<thead>
<tr>
<th>Expense Category</th>
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Impact on Operating Budget:

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</table>
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 ¾ 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:   
Boundary Area:  

Requested Street:  
Boundary Area:  

**EXAMPLE**

Requested Street: Jefferson Ave  
Boundary Area: From: Maple St  
To: Elm St.
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 questions. 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.

Printed Name | Phone# /Email | Address | owner/resident | Signature
---|---|---|---|---

Printed Name | Phone# /Email | Address | owner/resident | Signature
<table>
<thead>
<tr>
<th>Printed Name</th>
<th>Phone# /Email</th>
<th>Address</th>
<th>owner/resident</th>
<th>Signature</th>
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<tbody>
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Speed Humps and Speed Tables
City of Peoria, 2017
DRAFT TRAFFIC CALMING OUTLINE

1. Introduction
2. What is traffic calming
   a. Why have a policy
3. Goals/Objectives of the policy
4. Process
   a. Eligibility (based on ADT, location, etc.?)
   b. Residential
   c. Commercial
   d. Arterial
   e. Submitting Requests
   f. Petitions
   g. Neighborhood Associations
   h. Where are the requests submitted?
5. Preliminary Review by Staff
   a. Point system or other evaluation method for need and priority
6. Data Collection
7. Public Meeting
   a. Final Review – staff, committee, Transportation Commission
   b. Approval Process – City Council
   c. Funding
   d. Process for removal
8. Toolbox – Traffic Calming Measures
   a. Road diet – striping
   b. Road diet – construction
   c. Signage
   d. Speed feedback signs
   e. Speed Hump
   f. Raised Crosswalk
   g. Mini Roundabout
   h. Crosswalk Refuge
   i. Raised Median Island
   j. Chicane
   k. Roundabout
   l. Temporary Speed Humps
   m. Road Diet
   n. Petition example
9. Traffic Calming Strategies- The 5 E's Approach
   a. Education and Awareness
   b. Encouragement
   c. Enforcement
   d. Engineering
   e. Evaluation
10. Appendix
    a. Definitions
DRAFT TRAFFIC CALMING POLICY

1. Introduction

As part of its mission to build and maintain a safe and efficient road system for all road users, the City of Peoria continuously makes improvements that have proven to be effective in addressing road safety. One of the primary methods through which this goal shall be accomplished is by implementing traffic calming measures. Traffic calming measures when implemented appropriately, can have a positive impact on travel speeds, traffic volumes, and roadway safety within neighborhoods.

This policy will explore the principle of traffic calming and provides a variety of options, a description of each option, and the various alternatives available in the city for traffic calming.

It is hoped that this guide will be an effective education tool, used to foster a greater understanding of traffic calming within the City of Peoria, and how it can support the goal of making our streets safer for all roadway users.

The policy will address:

- An annual cycle for submitting and processing requests for traffic calming, including the allocation of funds during the annual City budget.
- Criteria for the review of traffic calming requests and determination of the extent of the analysis required.
- Procedure to formally evaluate requests, including data collection, traffic calming studies, and neighborhood involvement from request submittal through consensus approval and implementation of the preferred solution.
- Methods to maintain or improve resident quality of life and neighborhood livability by reducing the impact of vehicular traffic on residential neighborhoods through reductions in traffic volumes and/or speed;
- Methods to maintain or improve the safety and attractiveness of neighborhood streets for pedestrians and bicyclists;
- The use of proper engineering judgement and analysis for implementation of traffic calming measures.

This policy neither lists all traffic calming measures, nor attempts to specify which measure would be implemented for certain road or traffic operation scenarios. *This merely reflects the options available for implementation.*

2. What is traffic calming?

Traffic calming is used in association with physical features such as: speed humps, traffic circles, and chicanes. They are installed on a road to reduce the speeds at which vehicles travel, to discourage through traffic, to improve traffic safety, and to improve comfort levels for all road users. Traffic calming is intended to improve the quality of life for residents on traffic calmed streets, achieve slower speeds for motor vehicles, and increase the safety for pedestrian and bicycle movements on the street. Appropriate traffic calming methods will still continue to provide adequate access to emergency vehicles to all areas. Traffic calming solutions by the city of Peoria will be evaluated as an overall neighborhood and community effect and not on a street by street basis.
3. **Goal and Objectives of the policy**

Goals include:
- improving the quality of life in Peoria;
- creating safe and attractive streets;
- helping to reduce the negative effects of motor vehicles on the environment;
- promoting non-motorized transportation (walking, biking);
- promoting transit use (buses).

Objectives include:
- achieving slow speeds for motor vehicles;
- reducing collision frequency and severity;
- increasing the safety and the perception of safety for non-motorized users;
- reducing the need for police enforcement;
- enhancing the street environment;
- encouraging water infiltration into the ground;
- increasing access for all modes of transportation;
- reducing motorized vehicular trips;
- reducing cut-through motor vehicle traffic through neighborhood areas.

4. **Traffic Calming Policy Process**

A. **Annual Cycle and Process for Traffic Calming Requests**

The following are the steps required for the Program’s annual cycle:
1. Residents submit Request Forms defining a traffic problem in their neighborhood (through December 31st of year prior to start of new cycle)
2. City Staff evaluates the Request Forms submitted by residents in prior year, along with recent traffic records for the areas associated with the requests (January – February)
3. If request qualifies, City staff defines petition area (February)
4. Residents collect signatures from the defined area (March)
5. Perform data collection if needed to validate conditions reported (April - June)
6. Validate "Significant Problem" based on data that was collected (July)
7. Conduct traffic calming study to identify potential solutions (August - September)
8. Meet with neighborhood to select preferred solution (October - November)
9. Prepare draft cost estimate and project priority for review with neighborhood (November - December)

Upon final approval, projects can be constructed in order of priority until current funds are exhausted.

B. **Criteria for Review of Traffic Calming Requests**

Traffic calming requests are submitted to the Public Works Department (on the attached form), providing information about the impacts of the existing conditions. The City’s traffic engineering staff reviews the request and recent traffic records for the area (collisions, speed and volume, and roadway geometry).

The following criteria are used in the initial staff review of traffic calming requests and
The street must be primarily residential and which provides direct access to abutting single family, duplex or other residential properties and fulfill at least one of the following:

- A documented collision pattern (bike, pedestrian, motor vehicle);
- The 85th percentile speed profile is greater than 5 mph over the posted speed limit and
- A documented problem of a significant or inappropriate number of "through" motor vehicles on the street or in the neighborhood.

If there is a good safety record, the speed profile (85th percentile) is within 5 mph of the speed limit and the traffic volume is appropriate for the street, the applicant will be advised that no further action will be taken.

If this request was not previously denied and review indicates a probable cause for further analysis, City traffic engineering staff defines a petition area for signature collection by the residents. When the petition is returned and qualifying support is established from 50% + 1 of households within the defined petition area, evaluation procedures are initiated.

C. Process for Evaluating Requests

Criteria for neighborhood traffic calming, as established, may be revised by City Staff as methods change.

The City through its staff or consultant, will perform a traffic counts of the location identified in the requests, if needed. Evaluation should be performed to determine the type and degree of the issues presented in the request. Field surveys can be conducted to observe and evaluate the request and determine if it is considered as a significant issue. If considered significant the Traffic Engineering Division will initiate the traffic calming study to identify potential solutions.

Traffic Engineering staff meets with neighborhood residents to select a preferred solution. A cost estimate is drafted and project priority established. These are again reviewed with the residents, and based on the outcome, projects are prioritized in a list of traffic calming project and will be submitted for funding consideration in the next budget cycle.

The following streets will not be eligible for traffic calming:

- the street is identified as an "arterial" street on the City thoroughfare map
- the average traffic volume is greater than 2,000 vehicles/day (ADT).
- the average traffic volume is less than 900 vehicles/day (ADT).
- the average violation rate of the statutory or posted speed limit is less than or equal to 25 percent.
- the 85th Percentile speed for the study segment is less than 5 MPH over the posted or statutory speed limit.
- building lots in the study area are not built out to at least 90 percent of available lots.
• the street has more than one travel lane in each direction.
• the street segment is less than ¼ mile in length.
• the measured length is interrupted by at least one traffic control device.
• the street segment has a direct Fire Department access within ¼ mile.

For traffic calming on roadways that do not meet this criterion, traffic calming shall be incorporated as part of planned city projects designed following the City of Peoria Complete Streets Policy.

D. Ranking Procedure and Prioritizing Traffic calming projects

Requests for traffic evaluation and traffic related complaints may be initiated by individual citizens, neighborhood associations, City government officials, or other groups. Requests for traffic evaluations or complaints of chronic speeding, cut-through traffic, parking, signage, or other traffic-related problems on should be submitted in writing to the Peoria Public Works Traffic Division using the City's form, attached.

A ranking procedure is applied when evaluation is completed for all projects in the current cycle. The following items are used to prioritize traffic calming projects for the annual, updated list. These projects may include both unfunded items from the prior year (this is usually due to limited funds to construct physical traffic calming measures) that still qualify for consideration as significant problems, and new requests in the current cycle.

1. Traffic Speeds (85th percentile): Traffic speed will be assessed to determine the 85th percentile speed along the proposed project.
2. Collision History: Assess the collisions in the last five years of the proposed improvement, and determine safety measures.
3. Crosswalks and Sidewalks: Determine availability of cross walks at intersections
4. Traffic Volume: Assess traffic count data, if available, and if not perform traffic count to determine current ADT and whether improvements are required.
5. Bus Stops: Determine if Bus Stops are available and if needed coordinate with the Peoria Transit System.
6. Bike Facility: Determine if bike facilities are available and if needed.
7. Driveways: Determine if there are any conflict points due to driveways.
8. Determine if there are any existing traffic calming measures and the impact of additional measure if implemented on the neighborhood.

E. Installation of Traffic Calming Measures

After a traffic calming design is accepted, and budgeted, the construction phase begins. Engineering staff in the Public Works Department will finalize the approved design, and add the project to the list of existing traffic calming projects. Construction of traffic calming improvements will ordinarily be done in the order they are approved, absent extenuating circumstances.

The number of traffic calming measures installed each year depends on the availability of City funding towards traffic calming. Projects will be ranked in the spring of the year, and neighborhood associations will then be informed in writing by the City of their project’s ranking and given an opportunity to comment. Based on these comments, a priority
ranking list will be presented to the City Council for final approval.

F. Device Removal Process

Traffic calming improvements may be removed from a street segment through a successful neighborhood petition. To be successful, this process requires approval of at least 90% of property owners of lots whose owners were eligible to vote on the original traffic calming initiative. The removal process may not be started until the improvements have been in place for at least a one year (365 day) period.

5. Traffic Calming Measures

Police Enforcement
Police enforcement entails the presence of police to monitor speeds and other inappropriate driving behavior and issue citations when necessary. This method is used as an initial attempt to increase driver compliance on streets. It is most applicable on streets with documented speeding problems or notable stop sign/red light violations that need quick mitigation. It can also be used during the learning period when new devices or restrictions are first implemented.

Radar Trailer
A mobile radar display trailer informs drivers of their speeds. The radar trailer is applicable on any street where speeding is a problem and there is adequate roadside capacity to accommodate the trailer without creating a hazard.

Parking Enforcement
Enforcement of parking regulations is done by Public Works Parking Enforcement and the Peoria Police Department. If neighborhood residents feel that parking enforcement is needed, they should get in touch with either the Traffic Engineering Division of Public Works or the Peoria Police.

Curb Markings
Curb markings are special curb paintings that restrict or limit parking along the curb to enhance safety and/or increase visibility of pedestrians and bicyclists, or provide specific parking based on an area’s parking needs.

Traffic Signage
Traffic signs may be installed to make roadway users aware of a roadway condition, to fully utilize parking capacity or to restrict vehicular traffic. Examples include speed limit, curve warning, turn restrictions and parking signage.
**Crosswalks**
Pedestrians may legally cross any City street, except midblock between signalized intersections or where expressly prohibited by signage. A marked crosswalk (at intersection or mid-block) may be installed to help pedestrians to cross a street. The primary function of marked crosswalks is to guide and channelize pedestrians to a preferred crossing location. Marked crosswalks are most appropriate near schools, recreational facilities and other large pedestrian generators.

**High Visibility Crosswalks**
A high visibility crosswalk is a marked, uncontrolled crosswalk (uncontrolled means it has no Stop signs or traffic signals) that incorporates striping patterns and/or fluorescent green signage to improve the visibility of the crosswalk. High visibility striping is generally used at uncontrolled crosswalks, while high visibility signage is only used at uncontrolled crosswalks. High visibility crosswalks are mainly used on high volume, multi-lane roadways.

**Stop Signs**
Stop signs are intended to assign the right-of-way among motorists, pedestrians and cyclists at an intersection. Although many citizens believe that stop signs help reduce speeds on their street, numerous studies have shown that speeds are as high or higher at mid-block than those locations without stop signs. Criteria for Stop signs include crash history, conflicting vehicular traffic at the intersection, proximity to schools or parks and any unusual conditions, such as the layout of the intersection. Stop signs are typically used on non-arterial streets and intersections.

**Edge-line Striping**
Edge-line striping is used to create narrow travel lanes which give the impression of a narrower street. This visual narrowing may help reduce overall speeds. Striping can be at curb end or midblock to create a median. Edge-line striping is most applicable on long, wide residential streets with speeding traffic. Edge-line striping may include defining the parking lane of a street.

**Bicycle Facilities**
In-street bicycle facilities, such as bike lanes and sharrows, where appropriate, help utilize the right-of-way space and create narrower travel lanes. This gives the impression of a narrower street, which may help reduce traffic speeds. The need for bicycle facilities will be evaluated in accordance with the City’s Bicycle Master Plan.
Truck Restrictions
Restricting the entry of trucks over tons into residential neighborhoods may be achieved through the posting of truck restriction signs. This method is most applicable on residential streets to help reduce cut-through traffic of commercial vehicles not doing business within that neighborhood.

Flashing Beacons and Pedestrian Activated Rapid Flashing Beacons (RFB)
Flashing beacons can be placed at entrances to school zones (on streets with posted speed limit above 25 mph) or at uncontrolled crosswalks to enhance the visibility of the school zone or crosswalk. Flashing beacons for school zones are activated during the school’s pick-up and drop-off times. Flashing beacons at uncontrolled locations with high vehicle and pedestrian volumes are generally activated by pedestrian push-buttons.

Radar Speed Display Signs (Speed Feedback Signs)
Radar speed display signs are a permanent version of the radar trailer, where drivers are informed of their speeds in relation to the posted speed limit. These signs are generally intended for multi-lane streets with higher speed limits and moderate volumes.

Mid-Block Chokers
Chokers are raised islands in the parking zone that can be detached from the curb-line to allow for drainage. Mid-block chokers narrow the roadway and are most applicable on wide streets with long blocks having speeding and cut-through problems. Chokers can have the same narrowing effect as parked vehicles on streets where there is little or no on-street parking. Chokers may be installed with either landscaping or hardscape treatment.
**Medians**  
Medians are raised islands in the center of the roadway that separate traffic directions. Medians are used on wide streets to narrow the travel lanes and ease pedestrian crossings.

**Bump-Outs**  
Bump-Outs narrow the street width at intersections, creating a shorter and safer pedestrian crossing while encouraging drivers to slow down. These may contain special paving or landscaping and are generally used at intersections where parking is already restricted.

**Speed Humps**  
Speed humps are areas of pavement raised three (3) inches in height over a minimum of 12 feet in length, designed to lower travel speeds through a roadway corridor. Road humps have pavement markings, advisory signs and advanced warning signs. Road humps can be used on residential 2-lane local or minor neighborhood collector roadways, with a maximum posted speed limit of 30 mph to address speed problems. They also may be used to deter cut-through traffic.

**Neighborhood Traffic Circles**  
Neighborhood Traffic Circles are raised circular medians that direct traffic counterclockwise within an intersection. Vehicles must change their direction of travel to maneuver around the circle, which slows vehicles through the intersection. Per the State guidelines, traffic circles are controlled by “Yield” signage on all approaches. Traffic circles can help manage speeds, reduce volume and improve side street access. The Fire Department must approve this feature, as it may impact response times. Traffic circles may contain low growth landscaping and/or a tree to help beautify the area.

**Chicanes**  
Chicanes create a curved street alignment that can be designed into new developments or retrofitted in existing right-of-way. The curvilinear alignment requires additional maneuvering and shortens drivers’ sight-lines, resulting in lower overall speeds. This device can be applied to any street where speed control is desired, provided the street is wide enough to accommodate the curvilinear design. Chicanes may require additional right-of-way for construction.
**Diverters**
Diverters are raised areas placed across a four-way intersection that prohibit through movements and force turns for approaches. Diverters can be considered on local streets where documented cut-through traffic is a major problem.

**Extended Median**
Medians are raised islands in the center of the roadway that separate traffic directions. Extended medians continue through an intersection, thus eliminating through traffic along the cross-street and all left turns. Medians can be considered on wide streets to narrow the perceived street width, break up sight-lines on straight streets and ease pedestrian crossings. Extended medians can also be considered to discourage cut-through traffic through a neighborhood.

**Partial Closure**
A partial closure is a physical barrier that restricts vehicles from turning into a street, while still allowing for bicycle access. The adjacent lane is left open to allow vehicles to exit, while two-way traffic is maintained for the remainder of the block. Partial closures can be considered on local streets with cut-through traffic.

**Full Closure**
A complete closure of the street blocks both lanes of travel, so that the street becomes a cul-de-sac. This measure eliminates all through traffic and limits street access to residents. This measure is applicable to local streets with major cut-through concerns where an emergency vehicle response route does not exist. The closure location may be designed as a pocket park with through bicycle and pedestrian access, depending on roadway geometrics.
6. **Traffic Calming Strategies-The 5 E's Approach**

*Education and awareness*
Residents need to be made aware of the complaint and reminded of their importance in the solution. Non-local users of the roadway must be made aware that their actions affect the residents.

*Encouragement*
Residents and motorist must be part of the solution. They must drive in the manner that they want others to drive, which will encourage and foster good driving behavior.

*Enforcement*
The Peoria Police Department is essential in enforcing the roadway laws and traffic calming measures.

*Engineering*
Using up to date, industry standard traffic calming designs that fit the situation is crucial in matching the solution to the problem. Getting the fix to fit the problem will enable a cost-effective solution.

*Evaluation*
Monitoring the effectiveness of the traffic calming measures will allow the City to make sure the solutions are working.
A request for Traffic Calming begins by completing a “Traffic Calming 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
Traffic Calming Program
3505 N. Dries Lane.
Peoria, IL 61604

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.
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.
**Traffic Calming Neighborhood Petition**

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 by City Staff and agreed to by neighborhood representatives. Additional copies of this page may be submitted to secure the required number of signatures.

We the undersigned owners and residents of [insert neighborhood] hereby offer our support for our neighborhood’s participation in the traffic calming study.

Please secure signatures from residents representing at least 50% + 1 of the households whose property is next to the street segments, as defined. To determine the number of signatures needed, use the following formula:

\[
\text{Number of properties} = \text{[insert formula]} \times 0.50 + 1 = \text{[insert formula]}.
\]

(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.

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