CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, AUGUST 15, 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

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

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES – Regular Meeting of July 18, 2017

AGENDA ITEMS

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

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

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

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, SEPTEMBER 19, 2017

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:00 p.m. on Tuesday, July 18, 2017, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

CALL TO ORDER

Call to Order showed the following Transportation Commission Members in attendance:

**Commissioners Present:** Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Joe Messmore, Commissioner Patrick McNamara, Commissioner Bernie Goltein, and Commissioner George Ghareeb - 6.

**Commissioners Absent:** Commissioner Nathaniel Herz and Commissioner David Smesrud - 2.

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

ANNOUNCEMENTS, ETC.

- Grant Applications

  Mr. Stoffer explained that grant applications were included in the agenda because he felt they would be of interest to the Transportation Commission. He stated that Public Works is always looking for continuing education opportunities for staff in order to be up-to-date on Complete Streets. He said that an application was recently submitted to the National Complete Streets Coalition to participate in the Safe Streets Academy and if selected, a team of City staff comprised of members from Public Works, Police, City Manager’s Office, Planning, and iTeam would collaborate with two other cities.

  Mr. Stoffer also mentioned that an AARP Place-Making Mobility Grant was recently submitted for a Safe Pedestrian Crossing on Sheridan at Austin. This grant, he said, would provide safe access to the new Donovan Park (formerly Donovan Golf Course) for people who currently have to go through the woods and cross a culvert.

MINUTES

Commissioner Ghareeb moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on May 16, 2017, as printed; seconded by Commissioner Lott.

Approved by unanimous viva voce vote.

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

A. A regulation amending Schedule “A” of the Traffic Code to designate a “No Parking Any Time” zone on both sides of N. NORTH ST. FROM W. HANSSSLER PL. TO W. CORRINGTON AVE. [District 2];

Mr. Stoffer explained that this amendment was requested due to a very narrow roadway where residents are having trouble backing their vehicles out of their driveways. He then asked if any North Street residents were present. Mrs. Krysta Theobold (accompanied by Mr. Josh Theobold), 2714 N. North St. Peoria, came
forward with a certified letter and a photograph from an additional household that was handed to Mr. Stoffer and added to the record.

Mr. Stoffer explained that a letter was sent to North St. residents, inviting them to come give testimony and he noted that two response letters were received before the meeting and one received after the meeting commenced.

Commissioner McNamara inquired if these letters received were in support of the proposed regulation. Mr. Stoffer responded that they were against the regulation. After reviewing the certified letter delivered by Mrs. Theobold, Mr. Stoffer announced to the Commission that the third letter was also opposed to the restriction. The three letters represented the opinions of two households.

Chairman Hudson opened the floor to anyone wishing to discuss the matter.

Mr. Kiefer Fiorentino, 400 W. Corrington Ave., Peoria, came forward and explained that he was the one who "got this started" after experiencing parking difficulties, due to what he explained as residents who had recently moved in to a house on that block failing to move their vehicles despite Mr. Fiorentino’s numerous requests. He stated that the police have been involved and that this has been an inconvenience.

Commissioner Ghareeb asked Mr. Fiorentino if these new residents are blocking access. Mr. Stoffer interjected with a comment about the narrow roadway width of twenty (20) ft. while referring to an online map of the area. Commissioner Ghareeb added that eight (8) ft. of the road is for parking so there would only be twelve (12) ft. to back out. Mr. Fiorentino stated that the police were called out to assist him in backing his vehicle out and that the officer witnessed him hitting the car because there wasn’t enough room. He added that where they park is hindering him from getting out of his driveway. Chairman Hudson inquired if there were a lot of accidents reported in that area. Mr. Stoffer responded that there were not.

Mr. David Et nier, 400 W. Corrington Ave., Peoria, identifying himself as Mr. Fiorentino’s landlord, stepped forward to address the Commission about an issue he had with the frontage to the garage at 400 W. Corrington, specifically the concrete that had been damaged by garbage trucks going through the alley and having to make wide turns in and out of the alley. Mr. Et nier said that code enforcement is coming after him to fix these damages but he does not see why he should fix something that is being damaged by a public utility vehicle. He remarked that he “gets fined for something that needs to be addressed” and that garbage trucks should be banned from that alley completely. There was a brief discussion held between Commissioners, Mr. Fiorentino, and Mr. Et nier about garbage trucks and the placement of garbage cans. Mr. Stoffer clarified that Peoria Disposal Company regulates where cans are to be placed but that a discussion could be held with them (PDC). It was recommended to the affected residents present by Commissioner McNamara that they have a conversation with Code Enforcement about the garbage truck issue. Commissioner Ghareeb followed suit and advised they could also speak with a council person. Commissioner Goitein concurred and commented that a council person would be a helpful avenue if PDC is not responsive.

Mrs. Theobold came forward to state that she had lived at her residence for six (6) years and that there had been an unwritten rule in their neighborhood to only park on the west side of the street. The main issue, she said, was that the new residents are parking on the east side. Due to a blind spot, she expressed concerns about safety when turning from Corrington onto North. She believed the opposing letters were against the proposed regulation because they relied on street parking due to driveways that are very narrow and some at odd angles. She explained that they relied on street parking because there was no other option but that she also agreed with Mr. Fiorentino. She recommended that North St. be turned in to a one-way street with parking allowed only on the west side.

Mr. Stoffer requested clarification on which direction she thought the one-way should be. Krista responded north to south. She added that the one-way on North St should extend from Wilcox to Hanssler. Mr. Fiorentino interjected to state that all he wanted was no parking but that if they eliminate parking on one side, like Mrs. Theobold suggested, it would eliminate 90% of the problem.
Mr. Stoffer pointed out that the Commission had the right to amend the proposed regulation to the block between Wilcox and Hanssler. Mr. Fiorentino stated that he was in favor of the proposed regulation. Commissioner Lott advised he was prepared to make a motion.

Chairman Hudson inquired if anyone had any other questions. No one responded.

Commissioner Lott moved that the Commission approve “No Parking” between Wilcox and Hanssler, on the east side only, seconded by Commissioner McNamara.

Approved by unanimous viva voce vote.

Mr. Fiorentino, Mr. Etnier, and Mr. & Mrs. Theobold then left the meeting.

B. A regulation amending Schedule “A” of the Traffic Code to designate a “No Parking Any Time” zone on the SOUTH SIDE OF W. DETWEILLER DR. FROM N. HALE AVE. TO W. OLYMPIA DR. [District 5];

Mr. Stoffer referred to the online map of the area and explained that local businesses in the area requested the restriction due to parking issues, especially accessing driveways, and trouble with truck traffic. He said that Traffic Engineering visited the site and concurred with the recommendation. Currently, he said, parking is restricted on the south side from Hale to Knoxville. This request, he explained, is to continue the parking restriction from Hale to Olympia. Mr. Stoffer also commented that the area in question was an industrial area with a 36 ft. wide roadway.

Chairman Hudson opened the floor to anyone wishing to discuss the matter.

Mr. Tom Leiter, 309 Main St., Peoria, advised he owns property in that area and requested clarification on the nature of the complaint generated.

Mr. Stoffer responded that the initial suggestion was to remove parking on both sides, however, after having a conversation with the complainant, he questioned if parking was to be removed on the south side would help.

Mr. Leiter stated that he believed the issue here pertained to semi-trucks backing into a loading dock. He also commented that the idea of no parking on both sides made sense. Mr. Stoffer indicated that the Commission could entertain that idea. Commissioner McNamara then asked if there were similar situations between Hale and Knoxville and why there was no parking in that section. Mr. Stoffer responded that he was unsure of the reason, but that it had been that way for a long time. Generally, Mr. Stoffer said, there was no need for street parking due to large parking lots with adequate parking. Mr. Stoffer asked Mr. Leiter if trucks were experiencing issues backing in at the property he represents. Mr. Leiter confirmed.

Commissioner McNamara requested confirmation that the letter sent to owners was only suggesting one side. Mr. Stoffer confirmed and communicated some alternatives to Commissioner McNamara such as establishing a loading zone only or possibly short time duration parking. Commissioner McNamara explained that he was leaning towards no parking so trucks can get in and out whenever they need to and not have to work around parked cars.

A brief discussion took place between Commissioners, City Engineer Bill Lewis, and Mr. Leiter about the IDOT Credit Union that was across the street from Mr. Leiter’s property. City Engineer Bill Lewis indicated that parking had always been an issue at that location because the parking lot was shared between credit union employees and visitors as well as customers of a sign shop located behind the credit union.

Mr. Stoffer then suggested establishing a no parking zone starting approximately 300 ft. west of Hale to Olympia. This would allow some on-street parking in an area that has no driveways, as a compromise. Mr. Leiter commented that Mr. Stoffer’s suggestion would solve most of the problem. Mr. Stoffer asked if the
Commission would concur with Traffic Engineering sending out another letter to residents. Chairman Hudson remarked that it would be a good idea.

Commissioner Messmore moved to defer until next month and issue a new letter in the meantime to give the public another chance to come to the next meeting, seconded by Commissioner McNamara.

Approved by unanimous viva voce vote.

Mr. Leiter then left the meeting.

C. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at W. EAGLECREEK DR. & N. GREENWICH PL. [District 5];

Mr. Stoffer referred to the online map of the area and explained that the Chadwick Estates Neighborhood Association requested this in hopes that it will result in improved traffic control at the intersection of W. Eaglecreek Dr. and N. Greenwich Pl.

Mr. Richard Thorn, 5921 W. IvyCrest, Peoria, speaking on behalf of the Chadwick Estates Neighborhood Association, a board comprised of five members with meetings held on a quarterly basis, explained that there are roughly 111 homes in the area and that this issue has been discussed at the past two meetings. He divulged that everyone was voting for the change, due to people taking that corner too fast in addition to this area being a stop for school buses. He also said that the H.O.A. had the police come out for extra patrols; however, no one seemed to speed when the police were present.

After looking at the online map of the intersection, Commissioner McNamara remarked that it looked like there might be a visibility restriction. Mr. Thorn confirmed that there is and added that no accidents have been reported to the police as of yet. Mr. Stoffer confirmed Mr. Thorn’s statement.

Mr. Stoffer explained that the City would pay for the new sign and the H.O.A. puts in the poles, with Mr. Thorn expressing his understanding of the terms. Commissioner Messmore inquired as to whether the H.O.A. represented the neighborhood and can ultimately decide these kinds of things for the neighborhood. Mr. Thorn confirmed and remarked that the H.O.A. had agreed, as a board, to move forward.

Commissioner Messmore moved to approve an all-way stop intersection at W. Eaglecreek Dr. and N. Greenwich Pl.; seconded by Commissioner Lott.

Approved by unanimous viva voce vote.

Mr. Thorn then left the meeting.

D. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at N. LEHMAN RD. & W. FLINT ST. [District 2];

Mr. Stoffer referred to the online map of the area and explained that this request was received by the Sterling Oaks Neighborhood Association in hopes that it will improve traffic control at the intersection of N. Lehman Rd. and W. Flint St. He stated that two accidents were reported in 2016 and that both, according to the Peoria Police Department, were related to either speed or failure to yield, or both.

Joe Alexander, with City Link, Peoria, stated that both streets are narrow. Mr. Stoffer agreed and added that traffic should be slowed down as much as possible, which is why the whole neighborhood is now a 25 mph zone.

Commissioner McNamara made a motion to approve a stop intersection at N. Lehman Rd. and W. Flint St.; seconded by Commissioner Messmore.
Approved by unanimous viva voce vote.

E. A regulation amending Schedule “E” of the Traffic Code to designate a “2 Hour Parking” restriction on the EAST SIDE OF NE. GLENDALE AVE. FROM MAIN ST. TO HAMILTON BLVD. [District 1];

Mr. Stoffer referred to the online map of the area and explained that this parking restriction amendment was requested by a local business, Thirty Thirty Coffee, affected by the current parking situation.

Chairman Hudson commented that there are lots of people who are probably coming for meetings that may last 3-4 hours. Commissioner Messmore pointed out that the coffee shop requested the regulation. Commissioner McNamara requested verification that there is already parking there. Commissioner Messmore suggested seeing if there was an option for extended parking.

A brief discussion took place amongst the Commission regarding the size of the parking lot and the number of spaces available. Chairman Hudson commented that the only problem was that the parking lot was also used for the few condominiums, currently vacant, above the coffee shop. He said that there was already limited space in the parking lot and when people move in to these condo’s there would be even less parking.

Commissioner Messmore moved to approve the designation of a 2 Hour Parking Restriction on the east side of NE. Glendale Ave. from Main St. to Hamilton Blvd.; seconded by Commissioner McNamara.

Approved by viva voce vote.

F. A regulation amending Schedule “S” of the Traffic Code to reduce the speed limit from 30 TO 25 MPH for ALL STREETS contained within the CREIGHTON WOODS SUBDIVISION. [District 4];

Mr. Stoffer explained that the Creighton Woods Association requested all streets contained within the subdivision be reduced to 25mph. A brief conversation took place about the speed limits for residential streets throughout the city. Commissioner McNamara stated that there seemed to be a number of requests coming in for a 25mph speed reduction. Mr. Stoffer explained that it was done through this process because you cannot lawfully blanket the city’s residential streets with a 25mph speed limit zone. However, he did not foresee any problem being proactive about it. He stated that he had never seen a controversial situation come out of reducing the speed limit in a residential area.

Commissioner Lott moved to approve the reduction in speed limit from 30 to 25 mph for all streets contained within the Creighton Woods Subdivision; seconded by Commissioner Messmore.

Approved by viva voce vote.

G. A regulation amending Schedule “P” of the Traffic Code to designate a “Truck Weight Restriction 4 Tons” zone on S. HELEN ST. BETWEEN W. ANTOINETTE ST & W. LINCOLN AVE. [District 1];

Mr. Stoffer explained that Public Works received complaints from residents of Helen St. regarding cut-thru traffic by trucks. He stated that Traffic Engineering concurred with their recommendation after visiting the site. He explained that the majority of concrete trucks are cutting through Lincoln to get to Jefferson and that when he went out there he witnessed it firsthand. Furthermore, he commented, there doesn’t seem to be any reason for them to take that route as there are other non-residential routes that connect to Jefferson. Commissioner Messmore questioned if there was a plan in place to enforce this regulation. Mr. Stoffer responded that the police would enforce this regulation.
Mr. Stoffer divulged that this change would be done by way of putting up signs on both ends of the corridor. There was a brief discussion held regarding alternate routes again to clarify and confirm that these trucks can take another way. Chairman Hudson commented that he was in agreement that they can and should stay on the main road.

Commissioner Messmore moved to approve the designation of a “Truck Weight Restriction 4 Tons” Zone on S. Helen St. between W. Antionette St. and W. Lincoln Ave.; seconded by Commissioner Goitein.

Approved by viva voce vote.

Joe Alexander then left the meeting.

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 explained that Traffic Engineering had received numerous requests for speed humps. He then referred to the sample speed hump policy that was included in the agenda packet. He remarked that although this sample policy comes from San Antonio, a much larger city, it was only three pages long and very straightforward. The idea here, he said, is to set priorities on a limited budget and put speed humps where they would do the most good. Commissioner Ghareeb inquired if this would be a standalone policy for now that could later be incorporated into traffic calming. Mr. Stoffer confirmed that this could be a start to build on.

As a result of further discussion, it was the consensus of the Commission that a trial phase would be wise as it would allow Traffic Engineering to filter through requests and evaluate data generated from the trial. City Engineer Bill Lewis commented that the findings from a trial phase would ensure good engineering judgement was used moving forward. Mr. Stoffer added that the main issue with a trial phase was cost for the temporary speed humps. Chairman Hudson suggested sharing the cost with the citizen or neighborhood requesting to participate in the trial. Mr. Lewis remarked that there might be funding out there for this and if so, it would need to be used wisely.

Commissioner Lott questioned if any Emergency Services had any kind of objection in the past to these. At first, Mr. Stoffer said, there were a number of objections, however, after the City started putting them in there wasn’t any negative feedback received from Emergency Services. He added that emergency services personnel were invited to this meeting as he would like for them to contribute to this discussion.

A brief discussion was held about the criteria in the sample San Antonio speed hump policy. The Commission agreed it had a lot of good criteria but that they should come back to it next month after Commissioners had taken a closer look at it.

Mr. Stoffer addressed the Commission and asked if there were any other work items the Commission wished to discuss. Commissioner McNamara responded that he would like to go over the specifics of traffic calming at the next meeting. Mr. Stoffer said that it would be good for the Commission to go over and discuss at the next meeting or two, adding that this was a working document that can be added or subtracted to. He also mentioned to the Commission that Complete Streets took longer than expected because it was fully vetted.

UNFINISHED BUSINESS
None.

NEW BUSINESS

Mr. Stoffer referred to the New Business Item A. attachment provided by Commissioner Goltiein, inviting him to address the Commission about this item. Commissioner Goltiein began by stating that this Commission responds to the transportation needs of our customers. He gathered census data that gave perspective on what residents are looking for when it comes to transportation. He remarked that this data showed an overwhelming, specifically 91.8%, use of motor vehicles when traveling to and from work. Commissioner McNamara inquired about data generated from non-work traffic. Commissioner Goltiein replied that work traffic was a major component; followed by Commissioner McNamara pointing out that this census data was ‘all about dollars’.

Commissioner McNamara then briefly spoke about Complete Streets and said he felt the main component was to provide a safe and efficient multimodal transportation system for all users – pedestrians, bicyclists, emergency responders, people with disabilities, etc. Somehow, he said, over time combined efforts would increase the percentage of non-motorized transportation activities.

B. ENGINEERING PROJECTS UPDATE

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

The Northmoor Project, he said, would start soon with Cullinan as the contractor. Anticipated completion date is 2019-2020. He said that the focus this year was on a new intersection by Expo Gardens and Richwoods School.

The Alta/Radnor Roundabout, he said, started last week with Otto Baum as the contractor and should be finished by the end of November.

The Sheridan Project, he said, had been ongoing for two years and the small gap between the bridge project and the improvement project should be closed next year or the year after. He noted that the road should be opened by the end of the month.

The Folkers Project, he said, was still ongoing and that the tabletop in front of the school was being poured today. He added that it should be open by the start of the school year.

The Riverfront Platform, he said, would be removed this fall, then construction underneath would continue in to next year. City Engineer Lewis commented that the demo may take place closer to the end of the year or early next year, adding that it would be a two-month process for the demo, then construction should begin in the Spring.

Mr. Lewis advised that the Harvard Project was ongoing and traffic would be switched from one side to the other mid-August to start the second half. He said that the old pavement was in bad shape and that there were tight working restrictions. He added that this is a two-phase project with the second phase addressing a section further south, going from Purdue to War Memorial, which will be done at a later time.

Commissioner McNamara commented on the Northmoor Project. Maybe, he said, a speed limit reduction could be considered at a later time from University, heading west. Mr. Stoffer responded that Traffic Engineering could evaluate it.

PUBLIC COMMENT

No one came forward to address the Commission.

Next Meeting
The next Transportation Commission meeting will be held on **Tuesday, August 15, 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 McNamara moved to adjourn the Regular Meeting of the Transportation Commission meeting; seconded by Commissioner Lott.

Approved by viva voce vote. The meeting adjourned at 5:12 p.m.

______________________________  ______________________________
Chairman Joe Hudson           Nick Stoffer, Traffic Engineer
TO: Patrick Urich, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: August 11, 2017
SUBJECT: Prohibited Zones (No Parking Any Time):
Both sides of W Detweiller Dr (220 ft west of N Hale Ave to W Olympia Dr)

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

➤ Local businesses in the area are requesting this restriction due to parking issues and trouble with truck traffic. Traffic Engineering visited the site and concurs with this recommendation.

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

• Install "NO PARKING ANY TIME" signs on both sides of W Detweiller Dr, 220 ft. west of N Hale Ave to W Olympia Dr.

This intersection is in Council District 5.

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

c: City Council Members
    Scott Reese, Public Works Director
    Sie Maroon, Deputy Director of Public Works
    Irv Dubois, Traffic Operations Supervisor
    Lt. Earnest McCall, Police Department
    Sgt. Douglas Hopwood, Police Department
A REGULATION AMENDING SCHEDULE “A” OF THE TRAFFIC CODE

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following roadway section, at the limits indicated, is hereby designated as a “No Parking Any Time” zone:

Both sides of West Detweiller Drive, 220 ft. west of North Hale Avenue to West Olympia Drive.

Section 2. All other Ordinances and Regulations in conflict are hereby repealed.

Section 3. The foregoing items are hereby added to or subtracted from Schedule “A” of the Traffic Code.

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

DATE: ______________________

APPROVED:

___________________________
City Manager

ATTEST:

___________________________
City Clerk

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved

Comments:

___________________________

EXAMINED AND APPROVED:

___________________________
Corporation Counsel

Prepared 7/13/17
July 24, 2017

Dear Tenant or Owner:

The City of Peoria was asked to respond to complaints concerning on-street parking on W. Detweiller Drive between Hale Avenue and Olympia Drive. The complaints are that with the industrial nature of the area, the width of the roadway is not adequate to accommodate the truck traffic and on street parking, especially for entry and exit from the industrial driveways.

After reviewing, the roadway staff presented a proposal to remove parking on the south side of W. Detweiller Drive from Hale Avenue and Olympia Drive to the Transportation Commission for discussion at their July meeting. Removing the parking from the south side of Detweiller would be consistent with the postings on Detweiller east of Hale. At the meeting a representative of one of the properties on the south side stated that they also have issues with parking on the north side of Detweiller which affects the access to their property. The Commission was asked to consider removing parking on both sides of Detweiler. The Commission discussed the concern and noted that there was a large stretch of Detweiler, near Hale, with no driveway access, which may provide on-street parking.

As a compromise, to both provide adequate access to the driveways and still allow some on-street parking, the Transportation Commission proposed to remove parking on both sides of Detweiller from approximately 220 ft. west of Hale Avenue to Olympia Drive. The Transportation Commission deferred voting on this item until the next regular meeting in August since this proposal is a significant change to the original proposal. This will allow any affected property owners and tenants on Detweiler (between Hale Avenue and Olympia Drive) to have the opportunity to voice their concerns at the August meeting.

This revised proposal will be discussed at the next regular City Transportation Commission meeting, which will be held at 3:00 PM, Tuesday August 15, 2017 in the Conference Room at the City of Peoria Public Works Building, 3505 N. Dries Lane, Peoria, IL 61604. Tenants and property owners along Detweiller between Hale and Olympia will have the opportunity to address the Transportation Commission with questions or concerns about this proposed parking restriction. Comments can also be made by calling (309)494-8800 or by email at nstoffer@peoriagov.org. Any comments received before 3:00 PM, Tuesday August 15, 2017 will be read into the record.
The City wishes to receive input and hear the concerns of the property owners and tenants of Detweiller between Hale and Knoxville to make this truly a positive improvement.

Sincerely,

Nick Stoffer, P.E.
City Traffic Engineer

cc: Dennis Cyr, 5th District Councilman
    Patrick Urich, City Manager
    Scott Reese, Public Works Director
TO: Patrick Urich, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: August 10, 2017
SUBJECT: Reduction in speed limit: W Farrelly Ave (Rockwood Rd to Sylvan Ln)

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 Councilman Montelongo have requested that Farrelly Ave between Rockwood Rd and Sylvan Ln be reduced from a speed limit of 30 MPH to a speed limit of 25 MPH. This will promote increased safety for the area by slowing traffic.

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 25mph on Farrelly Ave between Rockwood Rd and Sylvan Ln.

This intersection is in Council District 4.

If you have any questions, please call.

c: City Council Members
Scott Reese, Public Works Director
Shirley 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):

West Farrelly Avenue between North Rockwood Road and West Sylvan Lane.

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 8/10/17
A speed hump is a gentle rise and fall of pavement surface placed in the roadway to reduce the speed of vehicles. In local tests and in other cities, it is found to be successful in reducing speed while allowing motorists safe operation of a vehicle.

**Step One: Request**

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

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

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

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

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

**Step Two: Eligibility**

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

- The street segment must be primarily a residential street which provides direct access to abutting single family, duplex, triplex or quadplex residential properties.
- The street segment must have no more than one moving lane of traffic in each direction.
- The street segment must be 1/4 mile or more in length. The measured length must be continuous without interruption by a traffic control device.
- Measured speed must be at least 35 MPH.
- Measured volume must be at least 500 vehicles per day.
- The street segment may not be designated as a major or arterial street.
- The street must have a speed limit of 30 mph as determined in accordance with State Law.
- The street segment must not be within 3/4 mile from a Fire Department Facility as to significantly interfere with emergency vehicle operations.

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

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

**Step Three: Funding**

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

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

Additional Information

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

The City shall prepare and maintain current design standards for speed humps in accordance with this installation procedure.