CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, NOVEMBER 21, 2017

3:00 P.M.

COMMISSION MEETING – TO BE HELD AT CITY OF PEORIA DRIES LANE FACILITY CONFERENCE ROOM #113, 3505 N. DRIES LANE, PEORIA, ILLINOIS 61604. (309) 494-8800.

CITY OF PEORIA – TRANSPORTATION COMMISSION

AGENDAS AND MINUTES

ISSUED BY:

JOE HUDSON, CHAIRMAN

VIA TRAFFIC ENGINEER NICK STOFFER

PUBLIC WORKS DEPARTMENT

3505 N. DRIES LANE, PEORIA IL 61604

(309) 494-8800

INTERNET ADDRESS: www.peoriagov.org

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*Citizens wishing to address an item not on the agenda should contact a commission member prior to the meeting. All other public input will be heard under public comment near the end of the committee meeting.

NOTE: The order in which agenda items are considered may be moved forward or delayed by at least 2/3 vote of the commission members present.

The City of Peoria – Transportation Commission meets in Regular Business Sessions the Third Tuesday of the Month at 3:00 PM at 3505 N Dries Lane Conference Room #113, Peoria, Illinois. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

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

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES – Regular Meeting of October 17, 2017

AGENDA ITEMS

ITEM NO. 1: ELECTION of COMMISSION OFFICERS

ITEM NO. 2: DISCUSSION of the Following Request(s) AMENDING CHAPTER 28 of the CODE of the City of Peoria, As Needed:

A. An ordinance amending Schedule “N” of the Traffic Code to designate the following:
   - The 1300 BLOCK of DOUGLAS STREET (from COLUMBIA TERRACE to ARMSTRONG AVENUE) as a ONE-WAY STREET, with traffic flowing SOUTH. [District 2]
   - The 1300 BLOCK of BESTOR STREET (from COOPER STREET to ARMSTRONG AVENUE) as a ONE-WAY STREET, with traffic flowing NORTH. [District 2]
   - The 800 BLOCK of ARMSTRONG AVENUE (from DOUGLAS STREET to BESTOR STREET) as a ONE-WAY STREET, with traffic flowing EAST. [District 2]

ITEM NO. 3: CONSIDERATION of the Following Request(s) AMENDING the TRAFFIC CODE of the City of Peoria, As Needed:

A. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at W. ARDEN WAY & N. GRANITE ST. [District 5]

B. A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at W. WILLOW OAK CT. & N. BASKET OAK DR. [District 5]

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, JANUARY 16, 2018

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

October 17, 2017

A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, October 17, 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, Commissioner Patrick McNamara, Commissioner Clint Gilbert - 6.

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

Others in attendance included Traffic Engineer Nicholas Stoffer, Public Works Administrative Specialist Michelle Mahoney, and Greater Peoria Mass Transit District Planning Administrator Joe Alexander.

ANNOUNCEMENTS, ETC.

- Introduction of Commissioner Gilbert

Chairman Hudson announced that the Transportation Commission had a new Commissioner present. Commissioners introduced themselves to Commissioner Gilbert. Commissioner Gilbert then introduced himself to the Commission and gave a brief background on himself.

Commissioner McNamara had an additional announcement pertaining to a groundbreaking and naming ceremony for a Stormwater Farm in Peoria’s 1st District that was to be held on October 26, 2017. Commissioner Stoffer gave an explanation of the event while referring to a posting on the City’s website about the event.

MINUTES

Commissioner Lott moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on September 19, 2017, as printed; seconded by Commissioner Ghareeb.

Approved by unanimous viva voce vote.

ITEM No. 1: NOMINATION of COMMISSION OFFICERS

Mr. Stoffer explained that Commission Officers were nominated once a year and that Commissioners served a two-year term as appointed by the Mayor. He suggested that a Chairman and Vice Chairman be nominated that day and have an election take place the following month.
Commissioner McNamara suggested nominating Joe Hudson for Chairman and Brandon Lott for Vice Chairman. Chairman Hudson and Commissioner Lott both expressed their appreciation for his endorsement and their general consent for such nominations.

Commissioner McNamara moved to nominate Joe Hudson for Chairman and Brandon Lott for Vice Chairman; seconded by Commissioner Ghareeb.

Approved by unanimous viva voce vote.

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 ALL STREETS in the WILLIAMSBURG SUBDIVISION. [District 4]:

Mr. Stoffer outlined the request while referring to Google Maps, stating that he had received a letter from the Williamsburg HOA and that the President of the Williamsburg HOA was also present at the meeting. Chairman Hudson then invited the Williamsburg HOA President to address the Commission at that time.

Mr. Craig Allen Fenton, 6437 N. Jamestown Rd., Peoria, came forward and said that there weren't any speed limit signs present at that time and that there were an increasing number of children in their Subdivision as younger families moved in to the area. A lot of the speeders, he said, were delivery trucks. In an attempt to slow traffic down and remind drivers that children were present, he said the neighborhood also put up handmade signs.

Mr. Fenton sent out an e-mail to residents as suggested by Mr. Stoffer and, within 24 hours, received 26 positive responses supporting the speed limit reduction and zero negative responses out of 41 homes. He said that a lot of people were enthusiastic about reducing the speed limit and having speed limit signs installed.

At 3:13 p.m., Mr. Christopher Setti from the City Manager’s Office entered the meeting.

A brief discussion was held amongst the Commission about the placement of speed limit signs within the subdivision.

Commissioner McNamara stated that he was generally in support of speed limit reductions for a variety of reasons including pedestrian and bicyclist safety.

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 ALL STREETS in the WILLIAMSBURG SUBDIVISION. [District 4]; seconded by Commissioner Ghareeb.

Approved by unanimous viva voce vote.

Mr. Fenton thanked the Commission and left the meeting at 3:15 p.m.

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

Mr. Stoffer explained that he invited Mr. Setti, the Assistant City Manager, to the meeting to discuss the CIP 2018 Budget.

Commissioner Lott requested Mr. Setti explain the budget plan terms. Mr. Setti responded the City adopts a two-year budget and that they were currently budgeting for 2018 and 2019. The CIP (Community Investment Plan), he said, was actually a five year planning document but that they were really only budgeting for the first two years.
Commissioner McNamara, while referring to the Budget Challenge on the City’s website, spoke about a Capital Projects chart and the community’s feedback on the topic. He also pointed out the feedback received on the Stormwater Infrastructure spending, expressing concern over what seemed to be a lack of community understanding in terms of what that spending really was and what it would go to.

Mr. Setti commented that the Budget Challenge was primarily two things—an educational tool first and a feedback gathering mechanism second. Set up like a game, the participant’s challenge was to act as a member of City Council and make hard choices with regard to the budget. He then said that 1800 people took the challenge and that the City held five budget meetings with a grand total of 32 citizens attending.

Mr. Setti then said that while some capital funding was cut, road funding was not affected. He added that where capital was cut would not directly impact the citizens. Another decision the City came to was that new City vehicles would not be purchased the following year with capital funds.

The reality, he said, was that there weren’t any good answers in a budget deficit.

A brief discussion took place amongst the Commission and Mr. Setti about the Voluntary Separation Incentive (VSI). It was pointed out by Mr. Setti and Mr. Stoffer that it was still early and that employees still had time to consider the offer before coming to a decision.

The Commission then discussed grants for projects, specifically mentioning the University Street project spanning from Pioneer to Townline and how grant money was acquired for that project.

The Commission then discussed the proposed package liquor tax which would impose an additional 2% tax, estimating an $800,000 revenue.

Motor Fuel Taxes (MFT’s) and utility taxes were also discussed amongst the Commission in the aspect that cars and homes were becoming more fuel and energy efficient which then resulted in less revenue from such taxes.

While referring to the “Agenda Item 3” attachment, Commissioner McNamara said that he had specific project questions related to the CIP. First, he said, he wished to discuss the Bicycle Implementation Plan and how there wasn’t any money allocated for 2018-2019. He encouraged staff to consider allocating more funds towards the Bicycle Plan. Mr. Stoffer commented that they were doing what they could with operational funds. Mr. Setti added that often bicycle facility improvements were buried in other projects. Numerous projects were then cited where improvements were made to make an area more bicycle and pedestrian friendly.

The next project Commissioner McNamara wished to discuss was the funding allocated to the engineering ($100,000) and construction ($100,000) of the Glen Avenue Project. He was wondering what kinds of things the City would be doing engineering and construction wise in the next couple years. Mr. Stoffer said that he doubted any construction would be done next year and that he didn’t believe an engineer had been assigned that project yet. Commissioner McNamara requested that the City utilize the Complete Streets checklist on the project.

The next project he wished to discuss was the Pavement Preservation Project. He requested clarification that there would be similar spending in the upcoming years as there had been in the previous years, which Mr. Stoffer confirmed. A brief discussion was held amongst the Commission about the specifics of Pavement Preservation.

Commissioner McNamara then asked to discuss both the Sidewalk Participation Program and the Sidewalks In Need of Repair (SINR) Program. Mr. Stoffer explained the details of each program. Commissioner McNamara remarked that it looked as if Sidewalk Participation was something that was sought after but underfunded. A brief discussion was held amongst the Commission about cost sharing with SINR.
At 3:52 p.m. Mr. Setti and Mr. Alexander left the meeting.

Commissioner McNamara then asked to discuss one last project – the Traffic Signal Management Upgrade System. Mr. Stoffer explained the Project and what was needed as far as system upgrades. Commissioner McNamara questioned what would be gained from the update. Mr. Stoffer responded that it would upgrade an outdated system, make implementation and maintenance easier, and reduce staff time expended on maintenance. Mr. Stoffer added that they still hadn’t gotten the bid out yet but that the 2017 money budgeted for the project would be spent in 2018.

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

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

Mr. Stoffer gave a brief overview of what the Commission had been working on with regard to Traffic Calming and pointed out that there was an attachment that Commissioner Ghareeb had submitted in the form of a traffic calming outline draft.

Commissioner McNamara commented on the Speed Hump map attachment in the packet, saying that he could see that the bulk of the speed humps were installed near the Bradley area, thinking that the bulk of that was to address cut-through traffic.

Commissioner McNamara requested that staff work on adding other traffic calming methods (i.e. traffic circles and speed limit reductions) to a map overlay like the speed hump map. Mr. Stoffer advised that staff would work on it.

Commissioner McNamara then commented on Commissioner Ghareeb’s draft policy, saying that it was very comprehensive. Commissioner Ghareeb requested that the Commission take a month to look it over and send in their comments to staff so it could be further discussed at the next regular meeting. Mr. Stoffer obliged.

A brief discussion was held amongst the Commission about the differences between various traffic calming measures such as: roundabouts, mini-roundabouts, neighborhood traffic circles, diverters, and hawk signals.

Commissioner Herz requested that staff try to find some sort of a glossary or reference guide that explained all of the different traffic calming options. Mr. Stoffer said he would look into it.

Commissioner McNamara then discussed the 85th percentile criteria for traffic calming requests. He believed the high threshold would have to be modified so there would be more opportunity for citizens to achieve some sort of traffic calming they were requesting. Mr. Stoffer responded that the 85th percentile was what was considered as the normal threshold. He added that the threshold and criteria could always be revisited after adopting a policy and receiving some feedback.

**UNFINISHED BUSINESS**

There being no unfinished business to discuss, the Commission moved on to New Business.

**NEW BUSINESS**

A. **ENGINEERING PROJECTS UPDATE:**

Mr. Stoffer provided a brief update on current projects within the city of Peoria:
The Alta/Radnor Project, he said, was coming along with all removals and underground work completed and preparations for pouring the curb beginning. It was anticipated that traffic would open up mid-December. This, however, was not the anticipated Project completion date due to utility conflicts. Final paving, pavement markings, and landscape work would take place in the spring with possible road closures at that time.

The Harvard Project, he said, was still ongoing. He explained that curb, gutter, and driveway work had been completed and paving work was starting on October 23rd. It was anticipated that the road would open up by the end of November and that the southern half of Harvard would be done next year.

The Northmoor Project, he said, was still ongoing at the intersection of Northmoor and Rosemead and the roadway was closed to traffic. Paving was due to start Thursday (10/19) or Friday (10/20) with hopes that the roadway would be open to traffic by Thanksgiving.

The Pavement Preservation Project, he said, was still ongoing with CRF work beginning that day. He explained that it started so late in the season partially due to scheduling. A map and list of streets included in the Pavement Preservation project were brought up on the City’s website for the Commission to view. A brief discussion was held amongst the Commission about the different types of Pavement Preservation methods used.

A brief discussion was held amongst the Commission about the Giles Lane Sidewalk Improvement Project which was a special assessment project approved by the Board of Local Improvements.

Commissioner Herz announced to the Commission that the Uplands Neighborhood had met a goal they set to raise money for snow removal on the sidewalks contained within the neighborhood. The goal, he said, was to raise $4,000 to cover the cost of snow removal for a full season. This, he said, was nicely done by the people who led the effort. He added that it would be a nice amenity in an area where there was a decent amount of pedestrian traffic.

PUBLIC COMMENT

No one came forward to address the Commissioners.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, November 21, 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 4:48 p.m.

Chairman Joe Hudson
Nick Stoffer, Traffic Engineer
November 9, 2017

Dear Resident or Owner:

The City of Peoria received a request from Peoria Public Schools to change the character of the roadways of Douglas Street, Armstrong Avenue and Bestor Street surrounding the Franklin School Property. Currently, the traffic on these roads is two-way, but Douglas is posted one-way during school days by Peoria Public Schools staff.

The School District is currently designing upgrades to Franklin School to accommodate additional students. These improvements include changing the low volume roadways around the school property to one-way operation. They feel that this change will help control traffic around the school and make drop-off and pick-up time safer for the students and more efficient for the parents. The changes proposed are as follows:

- The 1300 block of Douglas Street (from Columbia Terrace to Armstrong Avenue) shall be a one-way street with traffic flowing south.
- The 1300 block of Bestor Street (from Columbia Terrace to Armstrong Avenue) shall be a one-way street with traffic flowing north.
- The 800 block of Armstrong Avenue (from Douglas Street to Bestor Street) shall be a one-way street with traffic flowing east.

Peoria Fire Department and Traffic Engineering staff have reviewed the proposal by the Peoria Public Schools and support the School’s recommendations.

This issue will be discussed at the next regular City Transportation Commission meeting, which will be held at 3:00 PM, Tuesday November 21, 2017 in the Conference Room at the City of Peoria Public Works Building, 3505 N. Dries Lane, Peoria, IL 61604. Residents and property owners surrounding Franklin School will have the opportunity to address the Commission with questions or concerns about this proposed parking restriction. Comments can also be made by calling 494-8800 or by email to me at nstoffer@peoriagov.org. Any comments received before the meeting will be read into the record.

3505 N. Dries Lane
Peoria, IL 61604-1210
Ph: (309) 494-8800
F: (309) 494-8855
The City would like to receive input and hear concerns of the property owners and residents of Douglas Street (from Columbia Terrace to Armstrong Avenue), Bestor Street (from Columbia Terrace to Armstrong Avenue) and Armstrong Avenue (from Douglas Street to Bestor Street), to truly make this a positive improvement.

Sincerely,

Nick Stoffer, P.E.
City Traffic Engineer

cc: Chuck Grayeb, 2nd District Councilman
    Patrick Urich, City Manager
    Scott Reese, Public Works Director
    Robert Culp, Midwest Engineering Associates
AN ORDINANCE AMENDING CHAPTER 28 OF THE CODE OF THE CITY OF PEORIA
PERTAINING TO ONE-WAY STREETS AS PRESCRIBED IN SECTION 28-182 OF THE CODE
OF THE CITY OF PEORIA

WHEREAS, the City of Peoria IS A HOME RULE UNIT OF GOVERNMENT PURSUANT
TO Article VII, Section 6 of the Constitution of the State of Illinois 1970, and may exercise any
power and perform any function pertaining to its government and affairs including regulating traffic
flow of its streets;

WHEREAS, Section 28-7 of the Code of the City of Peoria states that changes in Traffic
Schedule N relating to one-way streets and alleys shall be changed or amended only by action of
the City Council; and

WHEREAS, Section 28-182 of the Code of the City of Peoria prescribes all streets
designated as one-way streets to be contained in Schedule N;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
PEORIA, ILLINOIS:

SECTION 1. Schedule N of Section 28-182 of the Code of the City of Peoria is hereby
amended by adding the following underlined words:

The 1300 block of Douglas Street (from Columbia Terrace to Armstrong Avenue) shall be a one-
way street with traffic flowing south.

The 1300 block of Bestor Street (from Cooper Street to Armstrong Avenue) shall be a one-way
street with traffic flowing north.

The 800 block of Armstrong Avenue (from Douglas Street to Bestor Street) shall be a one-way
street with traffic flowing east.

SECTION 2. This ordinance shall be in full force and effect from and after its passage
and approval according to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS this ___day
of_________________________, 2017.

APPROVED:

__________________________
Mayor

ATTEST:

__________________________
City Clerk

EXAMINED AND APPROVED:

__________________________
Corporation Counsel
TO: Patrick Uriach, City Manager
THRU: Scott Reese, Director of Public Works
FROM: Nicholas Stoffer, Traffic Engineer
DATE: November 17, 2017
SUBJECT: Intersection Control: Wynncrest Subdivision (STOP Control)

The purpose of this memo is to recommend the installation of an intersection control by Stop sign on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule “J” as defined in the City Code.

- The Wynncrest Neighborhood Association has requested this change. The primary reason for this change is to better control traffic on N Granite St at multiple intersections. N Granite St is the main road through the subdivision and 9 of these 11 signs are only T-Intersection STOP signs. The only exception is N Granite St and W Arden Way, which is the only 4 way intersection on the street and they are requesting that it become an ALL-WAY STOP condition.

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

- Install “STOP” signs on:
  - W Quartz St at N Granite St
  - W Alabaster Ave at W Carlisle Ln
  - W Carlisle Ln at N Granite St
  - W Carrington Ct at N Granite St
  - W Arden Way at N Granite St (making this an ALL-WAY STOP)
  - W Whittington Way at N Granite St
  - W Sesame St at N Granite St
  - W Lake Trail Ct at N Granite St
  - N Greenview Ln at W Lake Trail Ct
  - W School St at N Granite St

This intersection is in Council District 5.

If you have any questions, please call.

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

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as a "Stop Intersection":

- West Quartz Street at North Granite Street ("T" Intersection)
- West Alabaster Avenue at West Carlisle Lane ("T" Intersection)
- West Carlisle Lane at North Granite Street ("T" Intersection)
- West Carrington Court at North Granite Street ("T" Intersection)
- West Arden Way at North Granite Street (making this an ALL-WAY STOP)
- West Whittington Way at North Granite Street ("T" Intersection)
- West Sesame Street at North Granite Street ("T" Intersection)
- West Lake Trail Court at North Granite Street ("T" Intersection)
- North Greenview Lane at West Lake Trail Court ("T" Intersection)
- West School Street at North Granite Street ("T" Intersection)

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

Section 3. The foregoing items are hereby added to or subtracted from Schedule "J" of the Traffic Code.

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

DATE: ____________________  APPROVED: ____________________

ATTEST:

______________________________
City Manager

______________________________
City Clerk

EXAMINED AND APPROVED:

______________________________
Corporation Counsel

Reviewed by the Transportation Commission:

☐ Approved
☐ Not Approved
Comments: ____________________

Prepared 11/17/17
TO: Patrick Urich, City Manager

THRU: Scott Reese, Director of Public Works

FROM: Nicholas Stoffer, Traffic Engineer

DATE: November 17, 2017

SUBJECT: Intersection Control: W Willow Oak Ct & N Basket Oak Dr
(ALL-WAY STOP)

The purpose of this memo is to recommend the installation of an intersection control by Stop sign on a roadway within the City of Peoria. These revisions will be added, or subtracted from Schedule "J" as defined in the City Code.

- The Sommer Place Neighborhood Association has requested this change. The primary reason for this change is to better control traffic on W Willow Oak Ct at the intersection of N Basket Oak Dr. This is a high traffic volume road within this subdivision due to the fact that there is a Public park at the end of N Basket Oak Dr.

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

- Install "STOP" signs on W Willow Oak Ct at N Basket Oak Dr (which already has STOP signs), making this an ALL-WAY STOP controlled intersection.

*This intersection is in Council District 5.*

If you have any questions, please call.

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

Section 1. Pursuant to Ordinance No. 16,886, adopted by the City Council on November 13, 2012, and Section 28-183 of the Municipal Code of Peoria, the following intersection, at the limits indicated, are hereby designated as a "Stop Intersection":

West Willow Oak Court Stops for North Basket Oak Drive, creating an All-Way Stop controlled intersection.

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

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

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

DATE: ___________________

APPROVED: ____________________

City Manager

ATTEST: __________________

City Clerk

EXAMINED AND APPROVED: __________________

Corporation Counsel

Reviewed by the Transportation Commission:
☐ Approved
☐ Not Approved
Comments: ________________________________

Prepared 11/17/17
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. Vision Statement

Provide shared, safe access on neighborhood streets for pedestrians, bicyclists, transit users, and motorists in the City of Peoria, Illinois by:

- Improve Safety: provide a forum for citizen concerns about transportation safety on neighborhoods streets, including issues of speed, visibility, street designs, lighting, etc.
- Be Responsive: respond to citizen requests for increased safety and street changes in residential areas.
• Increase Mode Choice: implement projects that provide access to multiple modes of transportation, including automobile, transit, cycling, and walking.
• Invest Responsibly: address cases with the greatest needs first and minimize project costs without sacrificing effectiveness.

3. 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.

4. Why have a Traffic Calming Policy

“The City adopted this traffic calming program to improve safety on neighborhood streets and respond to resident concerns about traffic conditions. The Program is needed to provide policy guidance on how to respond to requests, including how many resources to commit to traffic calming, how to prioritize requests, and how much public engagement is necessary.”

Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity.” (addressed in introduction and goals)

“How can this strategy result in health benefits?
- Address chronic disease (e.g., asthma, diabetes, heart disease)
- Improve equity
- Increase physical activity
- Improve safety
- Reduce motor-vehicle-related injuries and fatalities
- Reduce transportation’s contribution to air pollution” (addressed in goals)

5. 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.

6. 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)
10. This is the typical time frame, simpler solutions may streamline the process.

Upon final approval, projects can be constructed in order of priority until current funds are exhausted. Available staff resources may limit number of projects reviewed.

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).

Because City staff typically receives more requests for traffic calming than it can process, a prioritization system is needed to respond to cases with the greatest need first. The methodology is intended to be valid (correctly identifying the cases with the greatest need), meaningful (uses metrics that are easily understood), and equitable (accepted as a fair way of assessing need).
The case prioritization relies on measures of:

- motor vehicle speed,
- motor vehicle volume,
- design deficiencies, and
- proximity to "pedestrian generators," such as schools, parks, transit stations, and commercial areas.

The following criteria are used in the initial staff review of traffic calming requests and validation of "significant issues" for further analysis and potential implementation:

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.

7. ALLOWABLE TRAFFIC CALMING MEASURES

There is a range of tools available to control traffic speeds and reduce volumes, each with its associated costs, benefits and rules for proper application. The following is a list of measures that may be considered in the development of neighborhood traffic management plans.

Other options
- Education – newspapers, flyers, banners, door-knockers, Village electronic message boards

Speed monitoring options
- Traditional Police enforcement
- Mobile radar speed display

Changes to traffic control
- Turn restrictions (full-time or peak-hour)
- Additional signs - speed limits, speed notification sign (subject to Federal MUTCD warrants)
- Additional markings - edge lines delineating the parking lane(s)
- Parking modifications - adding parking

Physical changes to streets
- Parking modifications - relocating parking to create a chicane effect
- Speed tables (see Speed Bump/Hump Exclusions section below)
8. **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 midblock) 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.

EXCLUSIONS
All traffic management measures have rules regarding their appropriate application. However, speed bumps/humps are unique in that they create a vertical deflection in the roadway surface. Due to their greater adverse impacts upon critical Village services, there are certain locations where speed bumps/humps will not be considered. The following is a list of these locations, based upon extensive national experience and best practices.

- Arterial streets
- Collector streets
- Truck routes
- Streets adjacent to Hospitals
- Bus Routes
- Snow Routes
- Alleys
- Dead end blocks of local residential streets
- Emergency Response Routes as designated by the Fire Department
- Streets deemed inappropriate as determined by the Transportation Commission, based upon other factors not considered above.

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.

Chicago:
https://www.cityofchicago.org/content/dam/city/depts/cdot/street/general/ToolsforSaferStreetsGuide.pdf

Federal Highway Administration:
https://safety.fhwa.dot.gov/speedmgtePrimer_modules/module3.cfm#mod3

9. 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.
Traffic Calming Request Application

City of Peoria/Traffic Engineering
Traffic Calming Program

Request for Traffic Calming Investigation

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 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 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:

Number of properties = Click here to enter text. multiplied by 0.50 + 1 = 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.

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