CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, DECEMBER 19, 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 November 21, 2017

AGENDA ITEMS

ITEM NO. 1: DISCUSSION of Transportation Commission WORK ITEMS:

A. DISCUSSION and CONSIDERATION of a MOTION to APPROVE 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 :

November 21, 2017

A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:03 p.m. on Tuesday, November 21, 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 David Smesrud, and Commissioner Clint Gilbert - 7.

**Commissioners Absent:** Commissioner Bernie Goitein and Commissioner Joe Messmore - 2.

Others in attendance included Traffic Engineer Nicholas Stoffer, Public Works Administrative Specialist Michelle Mahoney, Mr. Roger Sparks (Peoria), Mr. Robert Culp (Midwest Engineering Associates, Peoria), Mr. Mick Willis (Peoria Public School District), and Mr. Dave Meyers (Peoria Public School District).

ANNOUNCEMENTS, ETC.

Commissioner McNamara announced that a public meeting was taking place on December 5th, 2017 from 4 p.m. to 6 p.m. at the First Federal Church Life Center located at the intersection of Sheridan and War Memorial where City Link would be speaking about their North Transfer Site Environmental Study.

He also mentioned that he had seen an article in the Peoria Journal Star that talked about Peoria trying to become more pedestrian friendly. Mr. Stoffer thanked Commissioner McNamara for providing this information.

MINUTES

Commissioner Lott moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on October 17, 2017, as printed; seconded by Commissioner Ghareeb.

Approved by unanimous viva voce vote.

**ITEM No. 1:** ELECTION of COMMISSION OFFICERS

Mr. Stoffer explained that Commission Officers were nominated last month and that the nominees were Joe Hudson for Chairman and Brandon Lott for Vice Chairman. The term length, he said, was for one year and that their terms would begin the month following their election.

Commissioner Herz moved to elect Joe Hudson for Chairman and Brandon Lott for Vice Chairman; seconded by Commissioner McNamara.
Approved by unanimous viva voce vote.

**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 TERRRACE 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]

Mr. Stoffer outlined the request, advising it came from Peoria Public School District and that representatives from the School District were present at the meeting.

Chairman Hudson then invited the Peoria Public School District representatives to address the Commission.

Mr. Mic Willis, Peoria Public School District, Chief Financial Officer, Peoria, came forward, stating that they had collaborated with a number of people to expand parking for Franklin School. He said that the one-way traffic would help them accomplish their goal in a more cost-effective manner.

Mr. David Meyers, Peoria Public School District, Building & Grounds, Peoria, advised that this addressed issues with visitor parking and also provided additional staff parking while decreasing congestion with parent drop-off.

Mr. Stoffer commented that Franklin School had been posting Douglas as a one-way street in an attempt to make it safer for parents to drop off their children. This ordinance amendment, he said, was a way to make it a more permanent solution.

Mr. Robert Culp, Midwest Engineering Associates Inc., Peoria, commented that from where they started to where they ended up, they saw a transformation to the point where they had saved some landscaping features and were able to create designated parent drop-off areas.

Commissioner Herz questioned if this would only affect the blocks around the school. Mr. Stoffer confirmed, adding that this was discussed with police and fire and that they did not have any objections to the proposed change.

Commissioner Ghareeb questioned how this might affect traffic movement. Mr. Meyers reiterated the point that Mr. Stoffer made earlier about the fact that Douglas was already posted as a one-way unofficially and that they felt traffic flow would improve around the school if this ordinance amendment was approved. Mr. Meyers added that they also went out and did assessments during drop-off and pick-up times and witnessed the issue as well.

Commissioner Ghareeb questioned if any traffic counts were performed. Mr. Culp denied, commenting that this was a less than ideal traffic situation but that it was all anecdotal. Mr. Stoffer added that these streets were very low volume roadways.
Commissioner Ghareeb then commented on the fact that the City was trying to move away from one-way streets and that this may send the public mixed messages. He then referred to Dunlap school, stating that they were able to re-configure things without going to a one-way street. He then questioned if the school had looked in to drop-off zones. Mr. Culp replied that they did have designated drop-off areas but that they weren't functioning well because parents did not always use them.

Commissioner Herz commented that he thought this was a fine plan and that this was a special circumstance where the solution proposed conflicted with the City's aversion to one-way streets.

A brief discussion took place amongst the Commission about the ordinance amendment process.

Commissioner McNamara commented that he was hopeful this change would promote pedestrian safety as there are a lot of students walking in that area.

Commissioner Lott commented that while there was an overall mission to keep things flexible and flowing both ways, he understood the nature of this request. He then questioned if anyone from the surrounding neighborhood had any objections. Mr. Meyers responded that they held meetings attended by residents. Mr. Willis added that the plan they were recommending evolved from those meetings with input from the residents. Mr. Stoffer added that a letter had been sent out to residents to make them aware of the Regular Transportation Commission meeting and that staff did not receive any responses to the letter.

Commissioner Ghareeb questioned what other options the School District had previously looked at or considered. Mr. Culp responded that they started with the idea that parking could be moved to a much larger parking lot on a property that the School District owned. The neighborhoods, he said, were very emotionally opposed to that. At that time, they came back with the idea of making Douglas a one-way street. At the third meeting, he said, they came up with the idea of making all streets around the school one-way streets. Mr. Meyers added that they also discussed blocking Bestor at peak times but that the City was opposed to that. He said they also considered moving the playground however doing so would have forced children to cross the street to get to the playground.

Commissioner McNamara moved to approve the recommendation to City Council to approve an ordinance amending Schedule “N” of the Traffic Code of the City of Peoria for designate the following: The 1300 BLOCK of DOUGLAS STREET (from COLUMBIA TERRACE to ARMSTRONG AVENUE) as a ONE-WAY STREET, (with traffic flowing SOUTH); The 1300 BLOCK of BESTOR STREET (from COOPER STREET to ARMSTRONG AVENUE) as a ONE-WAY STREET (with traffic flowing NORTH), and The 800 BLOCK of ARMSTRONG AVENUE (from DOUGLAS STREET to BESTOR STREET) as a ONE-WAY STREET, with traffic flowing EAST. [District 2]; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

Commissioner McNamara thanked Mr. Meyers, Mr. Culp, and Mr. Willis for working with the public to resolve

Mr. Meyers, Mr. Culp, and Mr. Willis then left the meeting.

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]

Mr. Stoffer outlined the request, stating that it came from the area neighborhood association. He said that an accident study was done for this area but that there were none on file.

Commissioner McNamara questioned what kind of information needed to be captured to approve or disapprove such regulations. He said that maybe this was an educational opportunity to inform the
requestors of traffic calming methods that were already available to them but they just weren’t aware of them.

Commissioner Herz commented that he did not feel there was a compelling case to approve the regulation due to a lack of evidence.

Commissioner Ghareeb suggested to table this regulation until a traffic calming policy was implemented so that this could be evaluated under policy guidelines.

Commissioner Herz then suggested that the neighborhood be invited to an upcoming meeting to present any evidence they might have due to the fact that the Commission was unclear as to when a traffic calming policy would be implemented.

A brief discussion took place amongst the Commission about the number of existing T-intersections in the area and the requested 4-way stop at Arden and Granite.

Commissioner Lott moved to recommend the approval of an Amendment to Schedule "J" of the Traffic Code of the City of Peoria to designate a “Stop Intersection” at W. ARDEN WAY & N. GRANITE ST. [District 5]; seconded by Commissioner Herz.

At that time, a brief discussion took place amongst the Commission about which roads already had stop signs according to the map they were viewing. It was suggested that Mr. Stoffer reach out to the neighborhood to make sure they knew what they really wanted and to see if there was a better alternative. Commissioner Herz added that doing so would also give the neighborhood an opportunity to bring any evidence to the Commission.

Commissioner Ghareeb made a substitute motion to table Item 3A. – A regulation amending Schedule “J” of the Traffic Code to designate a “Stop Intersection” at W. ARDEN WAY & N. GRANITE ST. [District 5]; seconded by Commissioner Herz.

Tabled by unanimous viva voce vote.

**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]**

Mr. Stoffer outlined the request, stating it came from the Sommer Place Subdivision. He said there was currently a two-way stop there and that there weren’t any accidents on file with that intersection. He added that he had a conversation with the Neighborhood’s President who was concerned about near-accidents by that intersection.

Commissioner Herz stated that this may be a good solution but he recommended tabling the matter to request more information. Commissioner Ghareeb and Commissioner McNamara both expressed that they were in agreement with Commissioner Herz.

Commissioner Herz added that it may be wise to reach out to Peoria Park District to see if they have a comment as the intersection is close to one of their parks. Mr. Stoffer agreed.

Commissioner Herz moved to table Item 3 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]; seconded by Commissioner McNamara.

Tabled by unanimous viva voce vote.

**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 the attachment where sections were outlined in red that needed the Commission’s attention or review. He added that both Commissioner McNamara and Commissioner Goitein had sent in comments that were not added to the packet but were printed before the meeting to be distributed to the Commission and made part of the record.

Commissioner Ghareeb stated that all policies were not set in stone and that, after approval, the policy could always be amended if needed. He asked that the Commission take some time to submit their final comments so that a policy could be moved to City Council for adoption.

Mr. Stoffer commented that his fear was to make the policy so complicated that it was not tenable. Commissioner Ghareeb agreed with Mr. Stoffer.

Commissioner McNamara said he wished to discuss a couple of areas in the draft policy that needed refinement. A discussion then took place amongst the Commission about the following items in the traffic calming draft policy attachment: light vs. heavy traffic calming solutions, mission statements, annual cycles, request timelines, petition requirements, evidence requirements, prioritization, and funding.

At 4:53 p.m. Commissioner Herz left the meeting.

After receiving feedback from the Commission, Mr. Stoffer advised he would work on the policy and bring an updated version to the Commission at the next regular meeting in December.

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 Northmoor Project, he said, was now open to traffic. He said right now it was a 4-way stop at Northmoor & Rosemead and that they were waiting on equipment to install a traffic signal.

The Alta/Radnor Roundabout he said, was anticipated to be open to traffic mid-December after pavement and striping work was completed. This, however, was not the anticipated Project completion date due. Final paving, pavement markings, and landscape work would take place in the spring with possible road closures at that time.

Mr. Stoffer stated that they were still working on the Rock Island Greenway and that they were hoping to get started on construction next summer.

PUBLIC COMMENT

Mr. Roger Sparks, Peoria, came forward to address the Commission to discuss sidewalk waivers and the Planning and Zoning department’s issuance of those waivers. He expressed concern over the amount of waivers Planning and Zoning was issuing which was leading to disabled persons such as Mr. Sparks having to use lanes of traffic to get around. He added that sidewalks and streets were deteriorating and nothing was being done to fix or improve them.
Commissioner McNamara pointed out to Mr. Sparks the Complete Streets Policy, stating that one of the components was a checklist for project developers to use. Mr. Stoffer added that a recent project on Western included Complete Streets ideals.

Mr. Sparks responded that you have to start with the politics. He briefly spoke about Planning and Zoning again and suggested to the Commission that they take a look at what that Department was doing. He added that this problem was putting pedestrians, bicyclists, and people in wheelchairs in the same lanes that cars were using and that until someone got hurt due to a lack of accessible sidewalks, nothing would happen to fix the problem.

The Commission thanked Mr. Sparks for his comments.

Commissioner Ghareeb left the meeting at 5:11 p.m.

**Next Meeting**

The next regularly scheduled Transportation Commission meeting will be held on **Tuesday, December 19, 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 5:15 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

mjm
TRAFFIC CALMING POLICY

1. Introduction

As part of its mission to build and maintain a safe and efficient road system for all roadway 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 principles of traffic calming and provide a variety of methods, a description of each method, and the various alternatives available in the City for traffic calming.

It is hoped that this guide will be an effective educational 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 roadway users of all ages and abilities. This policy will provide our citizens a method of requesting solutions for traffic related concerns in their neighborhoods and allow staff to set priorities for City resources.

This 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 neighborhood 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 options available for study and implementation.

A. What is traffic calming?
Traffic calming is used in association with traffic enforcement and physical features such as signage, roadway markings, 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 roadway 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 are intended to be evaluated as an overall neighborhood and community effect and not on a street by street basis.

B. Goal and Objectives of the policy

Goals include:
- Improving the quality of life in the City of Peoria.
- Creating safe and attractive streets for all users of all ages.
- Reducing the negative effects of motor vehicles on the environment.
- Promoting non-motorized transportation (walking, biking).
- Promoting healthy lifestyles.
- Promoting transit use (buses).

Objectives include:
- Achieving acceptable speeds for motor vehicles within our neighborhoods.
- Reducing collision frequency and severity.
- Increasing safety and perception of safety for non-motorized users.
- Reducing the need for continuous 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 in neighborhood.

C. Traffic Calming Strategies- The 5 E’s Approach

**Education and awareness**
Residents need to be made aware of the traffic 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 and best practices that fit the individual 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.

2. **Traffic Calming Policy Process**

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

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 should be submitted in writing to the Peoria Public Works Traffic Division using the City’s Traffic Calming Request Application, attached to the end of this policy. The roadway(s) on which the traffic calming is requested must be primarily residential and which provides direct access to abutting single family, duplex or other residential properties to be eligible for this Program.

The following steps are required for the Program’s annual cycle:

1. Residents submit an application defining a traffic problem in their neighborhood.
2. City Staff evaluates the applications submitted by residents in prior year along with recent traffic records for the areas associated with the requests.
3. If request qualifies for the Program, City staff defines petition area and forward it to the contact person on the application to circulate.
4. Residents collect signatures from the defined area.
5. Data collection is performed, if needed, to validate the reported traffic problem.
6. Validate the traffic problem based on data that was collected.
7. Conduct a traffic calming study to identify potential solutions.
8. Meet with neighborhood to select preferred solution to the traffic problem.
9. Prepare draft cost estimate and project priority for review with neighborhood.

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. Criteria for neighborhood traffic calming, as established, may be revised by City Staff as methods change. Simpler traffic calming solutions may not require all Program steps for completion.

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

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

The following criteria are used in the initial staff review of traffic calming requests and validation of "significant issues" for further analysis and potential implementation. The roadway(s) on which traffic calming is requested must meet least one of the following traffic related issues to warrant further study:

- A documentable collision pattern (bike, pedestrian, motor vehicle).
- The 85th percentile speed profile is greater than 5 mph over the posted or statutory speed limit.
- A documentable problem of a significant or inappropriate number of "through" motor vehicles on the street or in the neighborhood, not related to neighborhood generated traffic.

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

If the initial review indicates a probable cause for further analysis, City Traffic Engineering staff will define a petition area for signature collection by the residents, see example petition, attached. The petition will be forwarded to the contact person on the application, who will circulate for signatures. When the petition is returned showing qualifying support from a majority (at least 50% + 1) of the households within the defined petition area, evaluation procedures are initiated. Request that do not have majority support will not be eligible for the Program. Requests that have been previously denied will not be eligible for the program unless significant changes to the roadway traffic can be demonstrated.

C. Process for Evaluating Requests

Once a majority petition is received on traffic calming requests that have satisfied the initial review, additional evaluation will be performed. The City, through its staff or consultant, will perform traffic counts of the locations identified in the requests to establish the Average Daily Traffic (ADT) or traffic volume on the roadway, if needed. Evaluation shall 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 or determine that the project is eligible for the Program.

The following streets will not be eligible for traffic calming:

- Identified as an "arterial" street on the City Thoroughfare Map.
- Average traffic volume is greater than 2,000 vehicles/day (ADT).
- Average traffic volume is less than 900 vehicles/day (ADT).
- Average violation rate of the statutory or posted speed limit is less than or equal
to 25 percent.

- 85th Percentile speed for the study segment is less than 5 MPH over the posted or statutory speed limit.
- At least 90 percent of available building lots in study area are not built out.
- Street has more than one travel lane in each direction.
- Street segment is less than ¼ mile in length.
- Measured length is interrupted by at least one traffic control device.
- Street segment has a direct Fire Department access within ¼ mile.
- The roadway is not primarily residential.

Once Program eligibility is established and potential solutions are identified, the Traffic Engineering staff will meet 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. For traffic calming on roadways that are not eligible for the Program, traffic calming shall be incorporated as part of planned City projects designed following the City of Peoria Complete Streets Policy and subject to the City budget process.

D. Ranking Procedure and Prioritizing Traffic calming projects

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 Program’s annual, updated list. The projects list may include both unfunded items from the prior year, (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 in relation to the posted or statutory speed limit.

2. Collision History: Collisions in the last five years of the proposed improvement will be reviewed to determine appropriate safety measures.

3. Crosswalks and Sidewalks: Determine availability of cross walks at intersections near pedestrian generators, such as parks or schools.

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 recommended in the Bicycle Master Plan or otherwise needed.

7. Driveways: Determine if there are any conflict points due to driveways.

8. Determine if there are any existing traffic calming measures in the neighborhood and the impact if additional or replacement measures are implemented.
E. Installation of Traffic Calming Measures

After a traffic calming design is completed by City staff, accepted by the neighborhood, 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 within the original petition area. The removal process may not be started until the improvements have been in place for at least a one year (365 day) period.
3. 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 calming solution.

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 awareness and 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. Parking Enforcement can also be used during the learning period when new devices or restrictions are first implemented.

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 (full time or by time of day), curve warnings, chevrons and parking signage.

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.

Crosswalks
Pedestrians may legally cross any City street, except midblock between signalized intersections or where expressly prohibited by signage. A marked crosswalk with proper signage (at intersection or midblock) may be installed to help pedestrians to cross a street and make drivers aware of possible pedestrian activity. 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.

**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.

**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, as recommended in the Bicycle Master Plan or as otherwise 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 4 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.

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 puts 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.

- Speed Hump 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 City 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
- Roads directly accessing a fire station
- 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.

Other Changes to traffic control
- Parking modifications - adding parking.
- Education – newspapers, flyers, banners, door-knockers, electronic message boards, Next Door posting, etc.
4. **Sample 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:

\[
\text{Number of properties} = \text{Click here to enter text.} \times 0.50 + 1 = \text{Click here to enter text.} \\
\text{(round up to the next whole number)}
\]

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

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

Boundary Area:  
From:  
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.