CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, APRIL 16, 2019

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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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.
ROLL CALL

ANNOUNCEMENTS, ETC.

Minutes – Regular Meeting of February 19, 2019

AGENDA ITEMS

ITEM No. 1 DISCUSSION regarding a RIGHT-OF-WAY CAFÉ (PARKLET) POLICY

ITEM No. 2 DISCUSSION of 2019 Transportation Commission WORK ITEMS

ITEM No. 3 DISCUSSION of ALL-WAY STOP JUSTIFICATION

UNFINISHED BUSINESS

NEW BUSINESS

A. Engineering PROJECTS UPDATE
B. DISCUSSION regarding a THOROUGHFARE PLAN

PUBLIC COMMENT

NEXT MEETING

TUESDAY, MAY 21, 2019

ADJOURNMENT
A Regular Meeting of the City of Peoria’s Transportation Commission convened at 3:02 p.m. on Tuesday, February 19, 2019, 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 Patrick McNamara, Commissioner Bernie Goitein, Commissioner George Ghareeb, Commissioner Brandon Lott, Commissioner Nathaniel Herz, Commissioner Clint Gilbert, and Commissioner Michael Breitbach - 8.

Commissioners Absent: Commissioner Michelle Neilson, Commissioner Shawn Allen and Commissioner Joe Messmore – 3.

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

ANNOUNCEMENTS, ETC.

No announcements were made.

MINUTES

Commissioner Ghareeb moved to approve the Minutes of the Regular Meeting of the Transportation Commission held on January 15, 2019, as printed; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

ITEM No. 1: DISCUSSION regarding a RIGHT-OF-WAY CAFÉ (PARKLET) POLICY

Mr. Stoffer introduced Civil Engineer Emily Ambroso to the Transportation Commission.

Ms. Ambroso provided an overview of the proposed right-of-way café ordinance changes, as outlined in the agenda packet attachment.

A brief discussion took place amongst the Commission about the appeal process. Ms. Ambroso said that, at the moment, staff was unsure if appeals would go through the Transportation Commission or the City Manager’s office.
Commissioner Goitein remarked that he would like to see businesses looking towards private property opportunities before utilizing the public right-of-way. Ms. Ambroso responded that it was not in the Public Works Department’s jurisdiction or authority to ask businesses to do that.

A brief discussion took place amongst the Commission on businesses seeking out private property opportunities versus utilizing the public right-of-way. Commissioners Ghareeb, Herz, and Breitbach all expressed their support of businesses occupying the right-of-way to make public spaces more vibrant and promote pedestrian activity and walkability.

Commissioner Goitein requested clarification on the length of time the permit would cover. Ms. Ambroso responded that a right-of-way café permit would cover April through November.

Commissioner Breitbach expressed concern over legal liability. Ms. Ambroso responded to his concern, stating that legal had reviewed and approved the proposed changes. She added that staff was trying to encourage compliance.

Mr. Stoffer advised the Commission that the City would install and maintain safety equipment.

Commissioner Breitbach inquired about objections from adjacent land owners and if they could file an appeal after the permit has been acquired and the café installed. Ms. Ambroso said adjacent land owners would not be able to appeal at that stage. She added that once an application was received for a café, a letter would be sent out to adjacent property owners giving them an opportunity to file an appeal within ten days of receiving the notice.

A brief discussion took place amongst the Commission about permit fees.

Commissioner McNamara remarked that he commended staff’s efforts on this matter.

Ms. Ambroso then explained that the next step would be to take the newest version of the ordinance revisions to Council and that a brochure would be drafted after Council approves the revisions. She added that the brochure could be brought to the Commission before it is finalized.

The Commission thanked Ms. Ambroso for coming.

Ms. Ambroso left the meeting at 3:44 p.m.

**ITEM No. 2: DISCUSSION of All-Way Stop Justification**

Mr. Stoffer began the discussion of this item by explaining what the MUTCD (Manual on Uniform Traffic Control Devices) was and directed the Commission’s attention to agenda item 2 attachment. He said that he pulled language from the MUTCD that related to all-way stops.

He said that the City had set the precedence over the last few decades in that there is at least 1 set of stops (2-way stop) at each intersection. Technically, he said, that is not always required by the MUTCD.

Mr. Stoffer added that there was a statewide blanket for interim approval of rapid flashing beacons and also sharrows.

Commissioner Lott commented that the Commission has received a lot of requests for all-way stops that are, most often, not warranted but the Commission approves them anyway. Mr. Stoffer remarked that staff was in the process of developing an all-way stop justification.
Commissioner Goitein expressed his appreciation for what Mr. Stoffer brought to the Commission under this item.

Mr. Stoffer ended the discussion by advising the Commission that he would bring more information to them as staff continues to build a policy.

**UNFINISHED BUSINESS**

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

**NEW BUSINESS**

Mr. Stoffer directed the Commission's attention to the hand-out (attached to minutes) distributed at the beginning of the meeting. He said Commissioner McNamara wished to share with the Commission a copy of a Peoria Journal Star article outlining the Downtown Advisory Commission strategic planning efforts and specific aspects on which they will work.

A brief discussion took place amongst the Commission about providing input and support to the Downtown Advisory Commission’s planning efforts.

Mr. Stoffer thanked Commissioner McNamara for sharing the article.

**A. ENGINEERING PROJECTS UPDATE**

Mr. Stoffer advised he didn’t have any engineering project updates for the Commission as there wasn’t much going on at that time. He added that Public Works had been busy plowing snow and filling potholes.

**PUBLIC COMMENT**

No one came forward to address the Commission.

**Next Meeting**

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, March 19, 2019 at 3:00 p.m.

**Adjournment**

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

Approved by viva voce vote. The meeting adjourned at 4:17 p.m.

Chairman Joe Hudson                                      Nick Stoffer, Traffic Engineer

mjm
All,

The following Journal Star article is being forwarded to the Transportation Commission for review prior to next week’s meeting as Commissioner McNamara intends to discuss items from this article under New Business.

This e-mail will be printed and handed out at the meeting as well.

Thanks

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PEORIA — Members of the Downtown Advisory Commission are preparing a to-do list to share with members of the Peoria City Council.

Mayor Jim Ardis suggested that the group, now engaged in a strategic planning effort with assistant city manager Deborah Roethler, make a presentation of its suggestions for Downtown at an upcoming council meeting.

The mayor threw out some ideas of his own at the commission’s Thursday meeting, held at the Tri-County Regional Planning Commission’s Downtown office.

“Keep connectivity in mind,” said Ardis, referring to traffic planning. “Not just in the Downtown but up the hill on Main Street. That not only involves Bradley University but everything on the way to Bradley,” he said.

“Also, consider the impact of opening up Fulton Plaza to traffic. That hasn’t been decided yet, but it makes a lot of sense when you consider what’s coming down there,” said Ardis, referring
to the headquarters for OSF HeathCare, now planned for the former Chase Bank Building at the intersection of Adams and Fulton.

Dedicated in 1980, Fulton Plaza has attracted little in the way of pedestrian traffic in recent years. In 2017, advisory commission members voted unanimously to recommend adoption of a plan to convert the plaza back to traffic.

Opening up Fulton was part of a plan developed by a Houston-based landscape architecture firm commissioned by Caterpillar Inc., when the company was considering a Downtown headquarters building.

Commission members will work on four aspects for their Downtown plan.

* Planning implementation involves a riverfront master plan, a wayfinding plan, Downtown streetscapes, and the arts community and creative placemaking.

* People strategy involves community engagement, youth strategy and attraction, business attraction, and attracting residents, visitors and workers.

* Parking and infrastructure involves parking solutions and policies, traffic conversions, infrastructure support, and combined sewer overflow integration.

* Value of Downtown Peoria involves making a business case for the city, property inventory, targeted marketing strategies, surveys, strategic partner presentations, and developing a vision for the Downtown.

Commission chair Mark Misselhorn also welcomed the group’s newest member, Kevin Evans, director of the Illinois Small Business Development Center at Bradley University.

Steve Tarter covers city and county government for the Journal Star. He can be reached at 686-3260 or starter@pjstar.com. Follow him at Twitter@SteveTarter and facebook.com/tartersource.
Traffic Commission Possible Discussion and Work Items for 2019
Not in any particular order or order of importance

A) Completes Streets:
2) Create “customer survey” for annual report.
3) Review uses of Complete Streets checklists for upcoming Projects - update checklist as appropriate.
4) View introduction to Implementing Context Sensitive Design issued by Institute of Transportation Engineers (ITE) in 2017. See also my 1/10/19 email.
5) Update C/S Performance Measures data -establish benchmarks.

B) CIP Review
2) Suggest any changes to CIP in support of C/S and Commission related polices.
3) Identify Public Works areas that were affected by the recent budget cuts.

C) Policy’s and Plans
1) Review and approve ROW Café Ordinance.
2) Review Bike Master Plan Implementation and make recommendations.
3) Develop a stop sign request policy.
4) Neighborhood Traffic Calming Policy – review requests – make improvements as appropriate.
5) Determine if an “Arterial Street Speed Limit” policy is needed.
7) Review one-way to two way conversion status.

D) Reference Material
1) Update list of reference materials and publish on City web site.
2) Provide “date posted” on Web site items. Many of the items were posted some time ago and information may not be current.
3) Provide a “Welcome Packet” of reference material for new Commission members.

E) Studies and data updates
1) Review past Signal Coordination and Timing (SCAT) study’s- University, US 150, etc.. Determine if additional studies are needed. Develop implementation plan using study’s results.
3) Add traffic calming items to GIS mapping – i.e. speed limit changes, speed humps, stop signs,, etc. – and date implemented.

F) Public Works Maintenance and ongoing Projects
1) Review Pavement Condition Index (PCI) updated data and implementation plan.
2) Review CIP Projects related to street and sidewalk maintenance and improvement.
3) Investigate collaboration with Water Company on Sheridan Rd resurfacing.

G) Past deferred Items
1) The Commission has deferred a number of requests for traffic calming pending completion of the Neighborhood Traffic Calming Policy. Since it is completed, the Commission should review past requests and contact petitioner(s) with the Policy information.
City of Peoria
Multi-Way Stop Policy

Multi-way stop control (all-way stop) can be beneficial as a safety measure at intersections, if certain conditions exist. Lacking these conditions, safety concerns associated with multi-way stops can develop, which include situations where pedestrians, bicyclist, and vehicles expect other road users to stop.

To ensure that the required conditions exist, the decision to install a multi-way stop control should be based on an engineering study, as outlined below:

The following criteria should be considered in the justification of a multi-way stop, as per the current version of the Manual of Uniform Traffic Control Devices (MUTCD):

A. **Interim Measure:** At an intersection that a traffic signal is warranted, per the MUTCD guidelines. When a traffic signal is warranted, a multi-way stop control can be used as an interim measure, which can be implemented quickly, to control traffic until the signal is designed and installed.

B. **Crash History:** 5 or more reported crashes in a 12-month period at the study intersection. The crashes must be of a type that could be corrected by multi-way stop control, such as right and left turn collisions, or right-angle collisions.

C. **Vehicular Delay:**
   1. The vehicular volume entering the intersection from both approaches of the major street averages at least 300 vehicles per hour for any 8 hours of an average day; and
   2. The combined vehicular, pedestrian and bicycle volume entering from both approaches of a minor street averages at least 200 per hour for the same 8 hours, with an average delay to the minor street traffic of at least 30 seconds per vehicle during the highest hour, but
   3. If the 85th percentile speed of the major street exceeds 40 MPH the minimum volume warrants are satisfied at 70% of 1 and 2.

D. **Where no single criterion is satisfied, but where B, C1 and C2 are satisfied to 80%**.

E. **Other Criteria to be considered:**
   a. The need to control left-turn conflicts
   b. The need to control vehicle /pedestrian conflicts
   c. Sight distance restrictions
   d. Where equal approach volumes exist and would improve operation

**MUTCD Cautions against using stop signs for speed control**

Many people believe that stop signs reduce speeding on residential streets, when in fact the opposite has been observed. Traffic and safety engineers note that drivers may actually increase their speeds between signs to compensate for the time they lost by stopping. Unnecessary or
unwarranted stop sign placement is likely to result in noncompliance; thus, resulting in more crashes, because of the expectations of all vehicles stopping.

Another popular misconception is that stop signs act as a deterrent for cut-through residential traffic. Studies have not only revealed that speeds are affected for only 100 to 150 feet before and after stop sign placement, but traffic volume remains unchanged as well. In addition, too many stop signs can cause drivers to ignore the right-of-way rule or some drivers may simply choose to ignore the stop sign.

Additional negative concerns include additional traffic noise due to deceleration and acceleration at the intersection, unnecessary vehicle delay and added vehicle emissions due to the delay caused by an unwarranted stop.

(For additional information see MUTCD - Section 2B.07)