

**MINUTES OF A REGULAR MEETING  
OF THE CITY OF PEORIA  
TRAFFIC COMMISSION**

**FEBRUARY 19, 2008**

A Regular Meeting of the City of Peoria's Traffic Commission convened at 3:30 p.m. on Tuesday, February 19, 2008, at City Hall, Room 404, 419 Fulton Street, Peoria, Illinois, and was called to order by Chairman John Haverhals.

**CALL TO ORDER**

Call to Order showed the following Traffic Commission Members in attendance: Chairman Haverhals, Commissioner Mills, Commissioner Crowell, Commissioner Hudson, Commissioner Smith, Commissioner Lott, and Commissioner Sullivan (arrived at 3:37 pm) – 7; Absent: Commissioner McCullough – 1.

Others in attendance included Gene Hewitt, City Engineer; Nick Stoffer, City Traffic Design Engineer; Jane Gerdes, Civil Engineer II; Randy Laninga, Traffic Engineer with the Illinois Department of Transportation; Sean Coyle, Geometric Engineer and Mike Boyer, Assistant Geometric Engineer both with the Illinois Department of Transportation, A representative from CityLink; Roger Sparks, Co-Chairman of the Mayor's Advisory Council for the Disabled; Members of the Media and Stephanie Stapleton, Traffic Engineering Division Secretary.

**MINUTES**

Commissioner Crowell moved to approve the minutes of the Regular Scheduled Meeting of the Traffic Commission held on **January 15, 2008**; seconded by Commissioner Hudson.

The minutes were approved by viva voce vote.

**UNFINISHED BUSINESS**

**ITEM NO. 1 FURTHER DISCUSSION REGARDING THE PROPOSED SAFETY IMPROVEMENTS TO LINCOLN AVENUE/HOWETT STREET BY SEAN COYLE, ILLINOIS DEPARTMENT OF TRANSPORTATION**

Sean Coyle, Geometric Engineer and Mike Boyer, Assistant Geometric Engineer both with the Illinois Department of Transportation gave a brief overview of the Proposed Safety Improvement to Lincoln Avenue/Howett Street and distributed a Parking Survey for the proposed project.

IDOT's Highway Safety Program provides low cost safety improvement at severe crash locations on the State roadway system. The crash history was analyzed from 2000 – 2006. On Lincoln Avenue and Howett Street from Jefferson Avenue to Griswold Street there were 256 crashes involving 117 injuries and two fatalities. The signalized

intersections of Western Avenue and MacArthur Highway were excluded. Majority of the crashes were 22% angle, 21% turning and 19% fixed object, which included parked vehicles. There have been 11 pedestrian and bicycle crashes during this period.

In a previous meeting, Mr. Coyle mentioned that the color used for the bike path was going to be blue. However, the color blue has been designated for handicap parking and cannot be used according to the guidelines of the Federal Highway Administration. Therefore, green has been selected for the bike path for this project.

Due to safety concerns, additional changes to Howett/Lincoln Avenue from Jefferson Avenue west to Griswold Street are being made. Parking would be restricted at the intersections. IDOT has met with the representatives of CityLink to discuss the proposed changes for this project. He indicated that busses are allowed to stop at intersections for pickup/drop-off. The parking lane has been changed to accommodate bus drop-offs and pedestrian safety. This section of Peoria has a high usage of bus transportation. Existing parking spaces would be reduced on both streets. Parking would remain on the north side of Howett Street and on the south of Lincoln Avenue. Howett/Lincoln Avenue would remain as one-way streets and would be reduced to one lane travel.

In discussion with Chairman Haverhals, Mr. Laninga stated that they received a call that was generated from the article that appeared in the Journal Star regarding the proposed project, which caused them to review the bus situation in this area.

In summary, the parking lanes have been changed from 8 ft. to 10 ft., the through lane would remain at 12 ft., a separation median of approximately 4 ft. would be proposed between the bicycle lane and the through traffic, which would separate the vehicles and bicyclists. The crosswalk would remain in place. Also, there would be left and right turn lanes at the signalized intersections.

#### **ITEM NO. 2    **UPDATE ON NORTHMOOR ROAD WIDENING PROJECT BY JANE GERDES****

Civil Engineer Jane Gerdes gave a brief update regarding the Northmoor Road Widening Project. The project boundaries are Northmoor Road from Allen Road to Knoxville Avenue and Sheridan Road from Glen Avenue to Northmoor Road. The project will include new pavement, storm sewers, sidewalks, retaining walls, street lighting and traffic signal modernization. The City of Peoria has jurisdiction of Northmoor Road west of University Street. Peoria County has jurisdiction of Northmoor Road east of University Street. Peoria County has jurisdiction of Sheridan Road in the study area. The construction phase will be over an 8 – 10 year period, as funding is available.

The City of Peoria and Peoria County have a standing joint agreement that allows them to share the engineering costs and local share of federal funding to improve any unimproved, or rural cross section county roads within the limits of the City of Peoria. After completion of the road improvements, the road is transferred to the City.

Installation of a new traffic signal is being analyzed for Northmoor Road in the vicinity of the Exposition Gardens entrance. There will be a five-lane intersection from approximately Rosemead to the University intersection. There will be a five foot

sidewalk on the north side of Northmoor Road and a ten foot wide bike/walk trail along the south side of most sections of Northmoor Road. Meetings will be scheduled with the neighborhoods to discuss the project and receive public input.

The section of Northmoor Road with the greatest projected traffic demands is between University Street and Sheridan Road. Land use along this section is residential, and residents have requested that the widening of the road be minimized. The Illinois Department of Transportation will allow a proposed three-lane interim improvement and a proposed ultimate improvement of five-lanes. However, the City would not be obligated to build the five-lane improvement. The City would be able use federal funding, but only for those components of the three-lane interim improvement that could be left in place for an ultimate five-lane improvement.

Ms. Gerdes mentioned that Senator Dale Risinger was very instrumental in assisting the City with some of the controversial issues surrounding the planning stages of the project.

The estimated cost of the improvement for Northmoor Road is \$13 million dollars. It is anticipated that the project would be completed by 2015, if federal funding is available.

**ITEM NO. 3 FURTHER DISCUSSION REGARDING THE COMPREHENSIVE PLAN BY JIM MARTIN, PLANNING AND GROWTH MANAGEMENT DEPARTMENT**

Senior Urban Planner James Martin gave a brief overview of the Thoroughfare Map. He indicated that the current Plan was adopted in 2001. Technically these Plans are reviewed every five years. He mentioned that the Traffic Commission was very instrumental with the preparations of the Thoroughfare Map, which is a major street map of the City of Peoria. He stated that the Map was a street planning mechanism and recommended that the map be reviewed as to how it would relate to future developments of the City of Peoria.

After a brief discussion and review of the Plan, the Commission recommended that changes be made to reflect Principal or Secondary arterial for the Charter Oak Road Extension, Pioneer Parkway Extension and Big Hollow Road. Due to the I-74 project completion the Commission felt that Freeway and Expressway arterials need to be clearly identified.

**Motion:**

Commissioner Crowell moved to recommend that the portion of Big Hollow Road to Glen Hollow Road be listed as a residential street instead of a collector street; seconded by Commissioner Smith.

Approved by viva voce vote

Commissioner Sullivan questioned if there was a need for three major arterials in the downtown area. He expressed concern about using outdated projections and felt that the Heart of Peoria Street Plan should be reviewed in conjunction with the Thoroughfare Map.

The Commission concurred.

Mr. Martin stated that he would work with staff to gather input regarding the Heart of Peoria Street Plan and report back to the Commission to discuss further.

Mr. Martin thanked the Commission for their time and encouraged members to participate with the Help Plan Peoria Survey at [www.planpeoria.com](http://www.planpeoria.com).

**NEW BUSINESS**

- Update on the 25 mph speed limit for residential streets  
Staff is in the process of preparing a draft policy for the Commissions input.
- Changeable Message Boards (University Street / War Memorial Drive)  
Mr. Martin explained that this policy was recently changed by the City Council to allow instant message change in 10 second intervals.

**PUBLIC COMMENT**

There were no citizens who wished to address the Commission at this meeting.

**NEXT MEETING**

The next Regular Scheduled Meeting will be held on **Tuesday, March 18, 2008** at 3:30 p.m. at City Hall, Room 404.

**ADJOURNMENT**

There being no further discussion, Commissioner Crowell moved to adjourn the Regular Meeting of the Traffic Commission; seconded by Commissioner Hudson.

The meeting adjourned at 5:20 p.m.

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John Haverhals, Chairperson

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Gene Hewitt, City Engineer

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