

**CITY OF PEORIA – TRAFFIC COMMISSION
REGULAR BUSINESS MEETING
AGENDA
TUESDAY, OCTOBER 21, 2008
3:30 P.M.**

DATES SET:

TUESDAY, NOVEMBER 18, 2008 at 3:30 P.M.

TUESDAY, DECEMBER 16, 2008 at 3:30 P.M.

TUESDAY, JANUARY 20, 2009 at 3:30 P.M.

REGULAR COMMISSION MEETING – To be held at Peoria City Hall, 419 Fulton Street, Room #404, Peoria, Illinois 61602. (309) 494-8549.

**CITY OF PEORIA – TRAFFIC COMMISSION
AGENDAS AND MINUTES**

ISSUED BY:

JOHN HAVERHALS, CHAIRMAN

via TRAFFIC ENGINEERING, PUBLIC WORKS DEPARTMENT

**419 FULTON STREET – SUITE 307
(309) 494-8802**

INTERNET ADDRESS: www.ci.peoria.il.us

*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 – TRAFFIC COMMISSION MEETS IN REGULAR BUSINESS SESSIONS THE THIRD TUESDAY OF THE MONTH AT 3:30 P.M. AT CITY HALL, CONFERENCE ROOM #404, 419 FULTON STREET, PEORIA, ILLINOIS. (309) 494-8549.

NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

**CITY OF PEORIA – TRAFFIC COMMISSION MEETING
CITY HALL, CONFERENCE ROOM #404
3:30 P.M.**

ATTENDANCE

ANNOUNCEMENTS, ETC.

MINUTES

REQUEST FOR APPROVAL OF TRAFFIC COMMISSION MEETING MINUTES

SEPTEMBER 16, 2008

AGENDA ITEMS

- ITEM NO. 1** **DISCUSSION REGARDING A CITY-WIDE NEIGHBORHOOD TRAFFIC CALMING PLAN
SECTION #1 – APPLICABILITY OF PLAN**
- ITEM NO. 2** **UPDATE REGARDING THE SHERIDAN TRIANGLE BUSINESS DISTRICT**
- ITEM NO. 3** **UPDATE REGARDING MAIN STREET TRAFFIC STUDY**

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING

ADJOURNMENT

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

SEPTEMBER 16, 2008

A Regular Meeting of the City of Peoria's Traffic Commission convened at 3:40 p.m. on Tuesday, September 16, 2008, at the Twin Towers, Department of Planning & Growth Management, Suite 402, 456 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 John Haverhals, Commissioner Crowell, Commissioner Lott, Commissioner Smith, Commissioner Sullivan, Commissioner Van Winkle – 6; Absent: Commissioner Mills and Commissioner Hudson, – 2.

Others in attendance included Nick Stoffer, Acting City Engineer; Co-Chairman of the Mayor's Advisory Council for the Disabled Roger Sparks; Members of the Media and Stephanie Stapleton, Public Works Administrative Specialist.

MINUTES

Commissioner Crowell moved to approve the minutes of the Regular Scheduled Meeting of the Traffic Commission held on August 19, 2008; seconded by Commissioner Van Winkle.

The minutes were approved by viva voce vote.

ITEM NO. 1 DISCUSSION REGARDING 2009 COMMISSION WORK PLAN

Acting City Engineer Nick Stoffer gave a brief overview regarding the 2009 Work Plan. He mentioned that the Work Plan had to be submitted for approval by September 19th. Commissioner Van Winkle stated that the Commission should be involved with City roadway projects and traffic engineering issues. After a brief discussion, Commissioner Van Winkle recommended the following changes to the objectives, to the Traffic Commission's 2009 Work Plan to reflect the following:

Goal #1: To review City roadway projects involving traffic engineering issues, as well as address traffic concerns as they are brought to the Commission's attention.

- ❖ Objective 1: Address traffic concerns and projects.
- ❖ Objective 2: Request feedback from Traffic Section staff, including traffic studies, to make informed decisions on concerns and projects addressed.
- ❖ Objective 3: Make recommendations to the City Council and City Administration for resolution of concerns, including City roadway projects involving traffic.

Goal #2: Campaign for better highway traffic safety and traffic law compliance.

- ❖ Objective 1: Commission to stay educated on State focus of SAFETEA-LU projects to better update public.
- ❖ Objective 2: Commission to become familiar with New Urbanism and its effect on Peoria traffic systems.

Commissioner Van Winkle moved to adopt the 2009 Commission Work Plan, as amended; seconded by Commissioner Sullivan.

Motion to adopt the 2009 Commission Work Plan was approved by viva voce vote.

ITEM NO. 2 DISCUSSION REGARDING CITY-WIDE NEIGHBORHOOD TRAFFIC CALMING PLAN

Acting City Engineer Nick Stoffer gave a brief overview of the Traffic Calming Plan. He stated that funding would be requested through the 2009 Capital Improvement Program. He further explained that the City receives numerous neighborhood complaints concerning speeding and cut-through traffic. He noted one method that many cities have chosen to create was a consolidated city-wide neighborhood traffic calming plan to address these issues. He added that a good traffic calming or traffic management plan must be designed to meet the needs of the neighborhood residents, emergency vehicles and other users of the roadways.

Mr. Stoffer explained that he had researched existing neighborhood traffic calming plans from other cities and they showed that there are four main parts to a workable plan, each of which will require discussion and approval of the Traffic Commission. He said the first step, "Applicability" will be discussed at the next scheduled Traffic Commission meeting. He pointed out the components:

- **APPLICABILITY:** The first part of the neighborhood traffic calming plan is where traffic calming should be implemented. The intention of the plan is to calm traffic within neighborhoods and to encourage potential cut-through traffic to stay on the main roadways. This discussion will determine which roadways are candidates for traffic calming measures.
- **ACCESSIBILITY:** Next, the plan needs be clear on how interested citizens and neighborhoods apply for traffic calming solutions to their concerns. The method of application, such as a letter to Public Works or a neighborhood petition needs to be determined.
- **PROCESS:** The Neighborhood Traffic Calming Plan must also have a process once an application is received. The plan must be clear on what criteria is to be met to determine a measurable and solvable traffic problem. Once an application has met the minimum threshold to become a project what types of neighborhood involvement and/or public meetings which should be held needed to be determined. The neighborhood involvement will help determine the extent of the problem and the scope of the solution. Neighborhood cost sharing will also be a topic of the process of the plan.

- **TOOL KIT:** Finally, to be successful, a Neighborhood Traffic Calming Plan needs to have a tool kit of traffic calming devices. These devices will range from inexpensive solutions, such as signs or striping, to permanent pavement structures such as speed humps or neighborhood traffic circles. Every type of traffic calming in the tool kit must be evaluated to determine expected results and appropriate locations for placement.

Mr. Stoffer stated that, in order to provide the citizens of Peoria with an effective Neighborhood Traffic Calming Plan, the Traffic Commission would be discussing these components in upcoming regular meetings. He said staff would then develop a plan based on those discussions and bring a finished plan to the Traffic Commission for ratification. Once the Plan was completed, he said it would be submitted to the Peoria City Council for approval.

Commissioner Van Winkle expressed support for the development of a Traffic Calming Plan. He requested further information on how the program would be financed once it was developed, and whether there would be some participation from the neighborhoods.

Mr. Stoffer stated that funding for the Traffic Calming Plan would be requested in the 2009 Capital Improvement Plan and that neighborhood participation could be discussed in forthcoming meetings.

In discussion with Chairman Haverhals, Mr. Stoffer explained that there were several communities within the Chicago area that have developed a traffic calming plan. He stated that there are many other cities that have traffic calming plans; however, many of those cities hired a private consultant to help work through the process or develop the plan. Therefore, he said he felt that it would be good to have the Traffic Commission involved in the process of the plan and felt that Plan would better accommodate the needs of our City.

In discussion with Commissioner Lott regarding his question of whether the proposed Traffic Calming Plan would be a supplement to or compete with the City's current maintenance plan and how that would be determined, Mr. Stoffer said that a funding source would need to be identified and criteria would need to be established for the Traffic Calming Plan. He further explained, once these things had been determined, we would be able to identify whether or not the request was a traffic calming issue or if it needed to be addressed by the maintenance division of Public Works.

In further discussion, Mr. Stoffer stated that it would take approximately 4-6 months to develop the proposed Traffic Calming Plan. He said additional website addresses for Traffic Calming Plans for other cities would be included in the October packet.

Commissioner Van Winkle expressed concern regarding the proposed plan. He further explained that this was a difficult time for the City, financially, and that Council support would be essential before developing a Traffic Calming Plan.

After a brief discussion, it was the Commission consensus of that the Council would support the development of the proposed Traffic Calming Plan. Some of the Commission members discussed roundabouts and felt that they should be included in the proposed plan; however, this matter would be addressed when developing the plan. The Commission felt this would be a vital part of growth and development for our City.

There being no further discussion, Commissioner Sullivan moved to receive and file the City-wide Neighborhood Traffic Calming Plan; seconded by Commissioner Van Winkle.

Approved by viva voce vote.

UNFINISHED BUSINESS

- **UPDATES REGARDING PENNSYLVANIA AVENUE FROM BERKELEY AVENUE TO GLEN OAK AVENUE PROJECTS**

In discussion with Chairman Haverhals, Mr. Stoffer explained that the Consultant provided “50% plans,” a standard milestone in large projects, which gives the client and other interested parties another chance to review project details and address potential issues. Acquisition of properties is expected soon with construction slated for 2009.

- **DISCUSSION REGARDING PROPOSED SPRING STREET BIKE PLAN**

Commissioner Van Winkle expressed concern regarding the removal of the center turn lane for the proposed bike plan. He stated he supported the bike plan, but he was not in favor of removing the center turn lane at this location. He explained, by removing the turn lane, it created blind spots at the signaled intersection. He noted that the purpose of the turn lane was to minimize rear end accidents, and so he said he hoped that safety would not become an issue at this location.

OTHER ITEMS OF BUSINESS

- Commissioner Sullivan requested an update regarding the Washington Street Traffic Study that was conducted by Burke & Associates.
- Mr. Stoffer mentioned that a public meeting for the Main Street Traffic Study had been scheduled for Monday, September 22nd at 7:00 pm at City Hall in the Council Chambers.
- Mr. Stoffer informed the Commission that the first three medians at N. University Street south of Pioneer Park would be removed. He mentioned that the medians would be removed at the City's expense.

NEW BUSINESS

There was no New Business to come before the Traffic Commission.

PUBLIC COMMENT

Co-Chairman of the Mayor's Advisory Council for the Disabled Roger Sparks distributed recent photos of bus stops cluttered with various newspaper stands, which made it inaccessible for

disabled individuals to get on/off the city bus. He felt it was inconsiderate to disabled individuals and bus riders. He requested that the newspaper stands be relocated to make it more accessible for patrons riding the bus.

The Commission questioned if there was an ordinance in place to address the situation and felt that the clutter needed to be removed from this particular location.

Mr. Sparks stated that he filed a complaint, approximately two months-ago, with CityLink and the City of Peoria. To-date, he said the matter has not been addressed.

Mr. Stoffer stated that a study was conducted last year, by the Assistant City Manager; however, he was not made aware of the findings.

NEXT MEETING

The next Regular Scheduled Meeting will be held on **Tuesday, October 21, 2008** at 3:30 p.m. at City Hall, Suite 404.

ADJOURNMENT

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

The meeting adjourned at 4:24 p.m.

John Haverhals, Chairman

Nick Stoffer, Acting City Engineer

/ss

CITY NEIGHBORHOOD TRAFFIC CALMING WEBSITES

Naperville, IL http://www.naperville.il.us/dynamic_content.aspx?id=297

Westfield, ID http://www.westfield.in.gov/egov/docs/1205870289_832641.pdf

Seattle, WA <http://www.seattle.gov/transportation/trafficcircles.htm>

Centennial, CO <http://www.centennialcolorado.com/index.asp?nid=421>

Colorado Springs, CO
<http://www.springsgov.com/units/planning/TransPlan/NTMP/TCHandbook.pdf>

Iowa City, IA <http://www.iowa-city.com/city/planning/trafficCalming.htm>

Missoula, MT <http://www.ci.missoula.mt.us/publicworks/calming.htm>

Fort Collins, CO <http://fcgov.com/traffic/ntsp-guidelines.php>



REQUEST COMMISSION ACTION

To: Traffic Commission Members

From: Nicholas A. Stoffer, Acting City Engineer

AGENDA DATE REQUESTED: October 21, 2008

ACTION REQUESTED: DISCUSSION OF A CITY-WIDE NEIGHBORHOOD TRAFFIC CALMING PLAN SECTION #1: APPLICABILITY

BACKGROUND: At the September Traffic Commission meeting, the Commissioners approved staff to begin the process of developing a City-Wide neighborhood traffic calming plan, which will address Peoria's growing concern with speeding and cut-through traffic within neighborhoods. The process, as outlined, will involve the plan being developed in four sections:

- **Applicability**
- **Accessibility**
- **Process**
- **Tool Kit**

To provide the citizens of Peoria with an effective Neighborhood Traffic Calming Plan the Traffic Commission will be asked to discuss these components during regular meetings, to ensure that the plan will meet the needs of neighborhood residents, emergency vehicles and other users of the roadways. When completed, the entire plan will be presented to the Peoria City Council for approval.

"Applicability" is the first part of the neighborhood traffic calming plan. This section will determine which roadways are appropriate for traffic calming. The intention of the plan is to calm traffic within neighborhoods and to encourage potential cut-through traffic to stay on the main roadways. This discussion will help determine which roadways within the City are candidates for the traffic calming measures.

Research of traffic calming plans from around the country shows that many of them stress that they are for the purpose of solving neighborhood traffic concerns on residential streets. To ensure that this program stays focused, as a neighborhood enhancement, it is suggested that the streets considered for traffic calming measures be residential in nature, and that arterial roadways, as listed on the City of Peoria Street Plan and Thoroughfare Map, are not eligible. This will have the added benefit of encouraging traffic to stay on main roadways and out of neighborhoods.

A minimum and maximum roadway traffic volume is suggested to further keep this program focused on solving neighborhood traffic problems. The traffic on low volume roadways, along with most dead-end and cul-de-sac streets, will largely be local of nature and will not likely have a measurable traffic problem that calming can solve. Heavily traveled roadways have their own special concerns, as they provide access to many parts of the City. This traffic is generally encouraged to stay on these roadways and not migrate to nearby streets. Methods to better manage traffic on high volume roadways are being investigated, but are outside the scope of this neighborhood program. To avoid such concerns a minimum of 500 vehicles per day and a maximum of 3500 vehicles per day is suggested for a roadways to be eligible for this program.

"Accessibility" is the second phase of the program and it will be discussed at the next regular meeting of the Traffic Commission. This will determine how interested citizens and neighborhoods apply for traffic calming solutions to their concerns. The method of application, such as a letter to Public Works or a neighborhood petition will be discussed.

FINANCIAL IMPACT: Not known at this time.

NEIGHBORHOOD CONCERNS: Neighborhood concerns of cut-through and speeding traffic will be addressed.

IMPACT IF APPROVED: The City will develop a Traffic Control Plan to meet the needs of its citizens.

IMPACT IF DENIED: NA.

ALTERNATIVES: NA



REQUEST FOR DISCUSSION

To: Traffic Commission Members

From: Nicholas A. Stoffer, Acting City Engineer

AGENDA DATE REQUESTED: OCTOBER 21, 2008

ACTION REQUESTED: UPDATE REGARDING SHERIDAN TRIANGLE BUSINESS DISTRICT IMPROVEMENT PROJECT

BACKGROUND: On October 9, 2008, a third and final open house meeting was held to discuss the preferred alternative; review potential streetscape layout and components; review associated landscaping options and collect final comments on the master plan. The presentation given at the open house will be available for the Traffic Commission' review.



REQUEST FOR DISCUSSION

To: Traffic Commission Members

From: Nicholas A. Stoffer, Acting City Engineer

AGENDA DATE REQUESTED: OCTOBER 21, 2008

ACTION REQUESTED: UPDATE REGARDING MAIN STREET TRAFFIC STUDY

BACKGROUND: On September 22, 2008, a final public meeting was held to discuss the findings of the Main Street Traffic Study. The presentation given at the open house will be available for the Traffic Commission's review.