

CITY OF PEORIA – TRAFFIC COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JUNE 15, 2010

3:00 PM – 4:30 PM

DATE SET:

TUESDAY, JULY 20, 2010 @ 3:00 PM

TUESDAY, AUGUST 17, 2010 @ 3:00 PM

TUESDAY, SEPTEMBER 21, 2010 @ 3:00 PM

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:

JOE HUDSON, VICE PRESIDENT

VIA TRAFFIC ENGINEERING DIVISION, PUBLIC WORKS DEPARTMENT

419 FULTON STREET

(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 PM 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
CITY HALL, CONFERENCE ROOM #404
3:00 PM – 4:30 PM

ROLL CALL

ANNOUNCEMENTS, ETC.

MINUTES

REQUEST FOR APPROVAL OF TRAFFIC COMMISSION MEETING MINUTES

DATED: JANUARY 19, 2010
MAY 18, 2010

AGENDA ITEMS

- | | |
|--------------------------|---|
| <u>ITEM No. 1</u> | RECOMMENDATIONS FOR TRAFFIC COMMISSION VACANCIES |
| <u>ITEM No. 2</u> | UPDATE ON THE COMPREHENSIVE PLAN – ROSS BLACK |
| <u>ITEM No. 3</u> | DISCUSSION REGARDING MANUAL OF PRACTICE |

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING

ADJOURNMENT



REQUEST FOR DISCUSSION

To: Traffic Commission Members

From: Nicholas A. Stoffer, Traffic Design Engineer

AGENDA DATE REQUESTED: June 15, 2010

ACTION REQUESTED: DISCUSSION REGARDING TRAFFIC COMMISSION VACANICIES

There are currently two vacancies in the City of Peoria Traffic Commission. In order to help make the Traffic Commission more productive and ensure a quorum at meetings the positions should be filled. The current Traffic Commissioners will be given the opportunity to discuss possible candidates, to be forwarded to the Mayor.

On May 18th, Commissioner Smith submitted the following names for recommendation to be considered for the Traffic Commission. He also requested that the each Commissioner submit recommendations at the next scheduled meeting to compile a list to be presented to Mayor Ardis.

- CJ Summers, Greg Tomlins, Jennifer Brady
- JR Hinchee, Anne Bartolo and Lisa Ferblo



REQUEST FOR DISCUSSION

To: Traffic Commission Members

From: Nicholas A. Stoffer, Traffic Design Engineer

AGENDA DATE REQUESTED: June 15, 2010

ACTION REQUESTED: Update on the Comprehensive Plan

The Planning and Growth Management Department has been working with the Planning Commission and the City Council for some time to develop a new Comprehensive Plan. Mr. Ross Black has been representing the PGM Department in this effort and he will be at the meeting to present the status and discuss some of the public input and issues that will be addressed. Copies of Public Comments regarding Infrastructure and Land Use are attached. The links to the draft Comprehensive Plan is www.ci.peoria.il.us/planninginitatives then select Comprehensive Plan.

***See attachments listed below**



REQUEST FOR DISCUSSION

To: Traffic Commission Members

From: Jeffrey Smith, City Engineer

AGENDA DATE REQUESTED: June 15, 2010

ACTION REQUESTED: DISCUSSION REGARDING MANUAL OF PRACTICE (Process & Standards)

The new Comprehensive Plan will provide policy level guidance regarding the future of the City. To implement policy, both standards and process needs to be developed. The final component is enforcement.

The focus of the manual of practice is on process and standards. An outline of the entire manual is attached. The draft has used the Champaign Manual of Practice as a model. Other examples exist in that both Bloomington and Normal have similar manuals. The Traffic Commission would most appropriately be asked for input on Chapters 8-14.

To provide a sample and initiate discussion a draft of Chapter 8 is also attached. To accompany this, a survey and comparison of street standards in other central Illinois communities is also attached.

***See attachments listed below**

Table of Contents

<u>Page</u>	<u>Description</u>
i	Foreword
ii	Administrative Revision Request Form
iii	Administrative Revision Log
1.1	Chapter 1: Administrative Procedures
2.1	Chapter 2: Preliminary Plat
3.1	Chapter 3: Final Plat
4.1	Chapter 4: Minor Plat
5.1	Chapter 5: Rural Subdivision Plat
6.1	Chapter 6: Construction Plans and Specifications
7.1	Chapter 7: Subdivision Construction Inspection and Bonding
8.1	Chapter 8: Location and Geometric Requirements for Streets, Sidewalks, Crosswalks, Driveways, and Alleys.
9.1	Chapter 9: Vehicular Access Control Standards
10.1	Chapter 10: Pavement Standards
11.1	Chapter 11: Sidewalk Standards
12.1	Chapter 12: Traffic Control and Traffic Regulatory Signage
13.1	Chapter 13: Right-of-way Lighting Standards
14.1	Chapter 14: Traffic Signal Standards
15.1	Chapter 15: General Utility Requirements
16.1	Chapter 16: Dedication & Vacation of Easements and ROW
17.1	Chapter 17: Storm Sewer Standards
18.1	Chapter 18: Water and Sanitary Sewer Standards
19.1	Chapter 19: Hydrologic Design Standards
20.1	Chapter 20: Culvert and Ditch Standards
21.1	Chapter 21: Earthwork Standards
22.1	Chapter 22: Erosion Control NPDES Standards
23.1	Chapter 23: Detention Basin Standards
23.2	Chapter 23.2 Stream Buffer Standards
24.1	Chapter 24: Right-of-way Street Tree Standards
25.1	Chapter 25: Right-of-way and Private Site Design Construction Standards
Appendix "A"	Stream Buffer Standards
Appendix "B"	City of Peoria Stormwater Regulations
Appendix "C"	Subdivision Improvement Performance Bond Templates

**CHAPTER 8: LOCATION AND GEOMETRY OF STREETS, SIDEWALKS,
CROSSWALKS, DRIVEWAYS, STREET NAMES AND SIGNAGE,
ALLEYS AND PARKING**

8.00 Streets

8.01 Sidewalks and Crosswalks

8.02 Street Names and Signage

8.03 Alleys (reserved)

8.04 Parking (reserved)

8.05 Standard Attachments

A. Street Location:

1. The following factors shall be considered when determining street layout and location:
 - a. Location of existing and proposed streets.
 - b. Topographical/drainage conditions.
 - c. Public safety and convenience.
 - d. Anticipated land use.
 - e. Conformance with the City of Peoria Comprehensive Plan.
 - f. Peoria Pekin Urbanized Area Transportation Study (PPUATS).
2. No street shall be located less than 250 ft. from the edge of any parallel street, measured from the straight-line portion of the right-of-way for each street.
3. No lot shall have direct access to an arterial roadway. See also Chapter 9: Vehicular Access Control Standards
4. Private streets are discouraged and are only permitted or located in special circumstances, by agreement.

B. Street and Right-of-Way Geometry:

1. *Street and Right-of-Way Geometry General:* The required right-of-way dedication and street geometry is as shown in the attached tables and drawings in Standard Attachments 8.01 (Table A), 8.02, and 8.03.
2. *Horizontal curves* shall be gradual and shall be designed for a minimum speed of 35 mph. Lesser radii shall only be allowed if, in the opinion of the City Engineer and the Fire Chief, a lesser radius is deemed safe and adequate for anticipated conditions. Street curve radii of less than 300 ft. are not permitted and super-elevation is not allowed. Special design criteria may apply for traffic calming systems and will require case-by-case review. When necessary to provide continuity between perpendicular streets in a confined area, 90-degree corners are permitted with a standard centerline radius of 55 ft.
3. *Street intersections* shall be designed to intersect as close to a 90-degree angle as possible, and no two streets shall intersect at an angle of less than 80 degrees.
4. Streets shall have a *minimum longitudinal slope* of 0.4%. Vertical curves shall not be used when the local tangent slope of the curve is less than 0.3% for a length of 20 ft. or more, as this will create a flat portion of the curve that may not be feasible to construct with positive drainage. This is an issue of

concern when the incoming tangent gradient and outgoing tangent gradient are of opposite signs, and can generally be avoided in all cases when absolute value difference between the gradients is three or greater. A detailed check shall be performed on curves when the difference is less than 3% (the Engineering Division can provide a spreadsheet that will check for this condition). When vertical curves are not used, the intersection of the two straight-line longitudinal slopes shall be “warped” together over a distance of 15 to 20 ft.

5. Streets shall have a *minimum transverse slope* of 3/16 in. per ft.
6. See also this Manual — Chapter 10: Pavement Standards.

C. Dead End Streets:

1. *Permanent Turnarounds:* When a street in a new subdivision is intended to be a permanent dead end street, the street shall be designed with a permanent turnaround – cul-de-sac bulb, the right-of-way of which shall not be less than 100 ft. in diameter. Turnaround pavement shall not be less than 80 ft. in diameter, unless approved by an Administrative Waiver. Cul-de-sacs shall have a maximum length of 400 ft., measured from the centerline of the intersecting street to the center of the turnaround unless approved by the City Engineer and Fire Chief. Transition between the straight-line portion of the pavement and the curvilinear portion of the pavement turnaround shall be accomplished via a 25 ft. return radius, i.e. transitions shall be smooth and continuous.
2. *Commercial / Industrial Turnarounds:* In the case of cul-de-sacs serving commercial and industrial subdivisions, the subdivider shall be required to present data to show that the length, radius, pavement and right-of-way of the cul-de-sac street and turnaround are adequate to assure safe access given the type and volume of traffic which may be anticipated when the subdivision is fully developed. Sidewalks, 6 ft. in width, may be constructed adjacent to the back of curb in the cul-de-sac within commercial and industrial subdivisions, per IDOT.
3. *Temporary Dead ends:* When streets temporarily dead end, but are intended to be extended with further development, the following temporary construction requirements shall apply:
 - a. If the dead end street is not planned to be extended within one calendar year, then a temporary turnaround shall be constructed within the existing right-of-way or a temporary easement, with a minimum of four end-of-roadway markers, shall be installed marking the back of the turnaround. All end of roadway markers shall be manufactured and installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) (2003 Section 3C.04 End of Roadway Markers). As

per the MUTCD, the minimum mounting height shall be 5 ft. and appropriate advance warning signs shall be used.

- b. If the dead end is planned to be extended within one calendar year, then a turnaround is not required, but a minimum of four end-of-roadway markers shall be installed marking the end of the stub street.
- c. In all cases of temporary or permanent dead ends a 'Dead End ' or 'No Outlet', whichever is appropriate, sign shall be installed on the block of the dead end per City of Peoria sign standards and MUTCD.
- d. Use IDOT standard Type III Road Closed Barricades with appropriate advanced warning signs for all dead end streets where construction is ongoing or imminent for the continuation of that street. Type III barricades are not permitted at medium term or long term dead end streets.
- e. During construction, Type III Road Closed Barricades shall be maintained at all times.
- f. In all cases when the adjacent tract is developed and the dead end street continued, the temporary dead end construction (including signage) shall be removed and the area landscaped by the developer responsible for the continuation.

8.01 SIDEWALKS

A. Sidewalk Construction Required:

- 1. Sidewalks shall be constructed, in areas zoned or planned for residential or commercial development, along both sides of every street within the subdivision and along the subdivision side of streets which lie adjacent to the subdivision.
- 2. Sidewalks shall be constructed in areas zoned and / or planned for industrial development, along one side of every local street within the subdivision and along the subdivision side of streets which lie adjacent to the subdivision.
- 3. The type, size and location of sidewalks within the parkway shall be as required by this Manual — Chapter 11: Sidewalk Standards.

B. Mid-Block Sidewalks: When the average length of a block exceeds 700 ft. and at locations deemed essential to provide circulation to schools, playgrounds, shopping areas and other community facilities, public sidewalks, within a dedicated right-of-way or permanent easement of at least 10 ft. in width, shall be required at the discretion of the City Engineer and Planning Director. Such walks shall be designed so that the entire walkway is visible from the adjacent street(s). The

sidewalk shall be located in the center of the right-of-way, and be a minimum of 5' in width.

- C. Driveway location and construction** shall conform to this Manual - Chapter 25: Right-of-Way Design and Construction Standards and Chapter 9: Vehicular Access Control.

8.02 STREET NAMES AND SIGNAGE

- A.** Street names and traffic control system shall be approved by the City Engineer as outlined in this Manual — Chapter 12: Traffic Control and Traffic Regulatory Signage.
- B.** Traffic control and traffic regulatory signage information for all new subdivisions shall be submitted as part of the subdivision construction plans in the manner outlined in this Manual — Chapter 12: Traffic Control and Traffic Regulatory Signage.
- C.** As outlined in Chapter 12, the developer shall request that the City construct and install the signs per the approval of the Public Works Director. Such City preparation of signage will be subject a fee per intersection as stated in the City's Subdivision Code.

8.03 ALLEYS

(RESERVED)

8.05 PARKING