

**CITY OF PEKIN TRAFFIC SAFETY COMMITTEE MINUTES  
SEPTEMBER 7, 2012 @ 8:30 a.m.  
CITY HALL CONFERENCE ROOM**

PRESENT: Joe Wuellner, Kurt Nelson, Tim Gillespie, Bob Shaw, Mike Guerra, Will Taylor. Also present: Jim Kaminski, Jeff Hangartner, Ken Harris (Pekin Times), Lee Ann Wrhel.

**Old Business:**

1. *Capitol St. & 4<sup>th</sup> St. – Two-way Streets*

The committee held a special meeting at the library on August 7<sup>th</sup> to receive public input about this proposed change. The residents who spoke at the special meeting were concerned with parking and speed of vehicles. It is the consensus of the committee that the change would result in lower speeds with possibly a somewhat higher volume of traffic. Crash data and traffic counts were compiled for these streets. From January 2006 to August 2012, there have been 81 crashes on Capitol Street and 115 crashes on 4<sup>th</sup> Street. Crash data for S. 5<sup>th</sup> Street was also collected. It was noted that Capitol Street had double the number of crashes as S. 5<sup>th</sup> Street and 4<sup>th</sup> Street had four times the number of crashes as S. 5<sup>th</sup> Street.

Mike reported that based on a model, it would reduce traffic on 4<sup>th</sup> Street (except in the downtown area). It showed no negative impact in neighborhoods. It was also noted that the one-way streets may be a contributing factor to speeding.

Bob asked why the streets were made one-way in the past. This was done in the 1950's as a way to move traffic downtown quicker. This is no longer an issue as the downtown has changed with most shopping being done on the east edge of town.

Joe informed the committee that this will likely be a hard sell to the council members. He agrees that it makes sense from a safety standpoint but there is public opposition to it.

Tim stated that regarding parking on streets, streets are in place to move traffic not parking vehicles. His recommendation is based on what is safest for the entire community. The responsibility of the committee is to do what is best for the city as a whole. City Council has a different role.

It was noted that the results of the on-line poll showed the majority in favor of the change. Residents of the streets involved were close to 50/50.

Jim commented that the inconsistency of the traffic flow of the streets involved is confusing, which is dangerous when vehicles go the wrong way.

Tim made a motion to make a recommendation to City Council to make Capitol Street and 4<sup>th</sup> Street two-way streets in their entirety. Will seconded the motion. All in favor, except Joe abstained.

2. *Multi-Use Path Network*

Mike had distributed a map at the end of last meeting that illustrated a potential plan. He asked for input. Having the plan in place gives the city a better chance for grant funding in the future. He reviewed details of the plan and route. The idea is for the path to move people through town connecting points of interest; such as parks, the library, churches, shopping, schools, etc. It was noted that sidewalks that are 8 feet wide are considered multi-use paths.

Kurt made a motion to adopt the map as presented as the committee's multi-use path network plan. Tim seconded the motion. All in favor.

**New Business:**

1. *Citywide Review of Narrow Street Parking Restrictions*

A council member has asked if the committee is going to get back to this project. It was noted that last time driveway counts were used, but it is desirable to be more consistent with what side of streets would be restricted. It was also noted that vehicles parked on streets make it harder for emergency vehicles and snowplows to get through.

Joe recommended using street widths as the determining factor of where restrictions should be put in place, for better consistency. He stated that there is a database stating the width of all city streets. This data will be collected and this will be an agenda item for the next meeting.

2. *Stop Sign Request – Washington School Lot at Washington St.*

This is on private property. Joe will contact Dr. Link at District 108 to suggest/request a stop sign be placed in that location.

3. *“No Parking Here to Corner” Request @ 1201 Florence*

Monge Property Management made this request. Mike made a motion to make a recommendation to City Council for no parking 30 feet back from either side of the entrance to 1201 Florence. Will seconded the motion. All in favor.

Ron Mayeur (309-678-7045, [ronmayeur@yahoo.com](mailto:ronmayeur@yahoo.com)) asked about placing a free standing sign, (he provided a photo) on the right of way in front of his house at 907 Hamilton. He was informed that no variance is needed, but it must be less than 30 inches tall.

Bob Van Den Arend, (1903 St. Clair, 346-9510) attended the meeting to observe how the meetings are run and asked for an introduction of the committee members and their

titles. He has a number items that he indicated he would like to address at the next meeting. He will get correspondence to the committee.

### Around the Table

Mike followed up about the guard rail on S. 14<sup>th</sup> Street discussion from the last meeting. He stated that according to the IDOT Bureau of Local Roads and Streets Manual, Roadside Safety chapter, roadside barriers should not be placed in conjunction with either barrier or mountable curbs. That is the reason a guard rail is not recommended in this location.

Jeff Hangartner noted that there are plantings blocking the stop sign at 11<sup>th</sup> Street and Coolidge. Code says that landscaping can be no higher than 30 inches on a corner. The homeowner will be given notice.

Tim reported a boat on Hawthorne at Sheridan that has been parked there too long. The police department will address this.

Bob stated the Marigold Parade is good for the city.

Will mentioned that there is no stop sign at the T-intersection of Stratford and Avon. T-intersections with no signs will be addressed at the next meeting.

Respectfully Submitted,  
Lee Ann Wrhel

**NEXT REGULAR MEETING OCTOBER 5, 2012 @ 8:30 A.M.**