MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, NOVEMBER 28, 2017 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

MEMBERS PRESENT: Ms. Angela Ballantini, Ms. Jill Blair, Ms. Katherine Browne, Mr. Michael Gorman, Ms. Elizabeth Kooba, Ms. Kelly Rumley

MEMBERS ABSENT: Ms. Maureen (Reenie) Bradley

OTHERS PRESENT: Mr. Steve Rasmussen, Acting City Manager; Mr. George Boyle, City Attorney; Mr. Jim Karch, Director of Public Works; Mr. Philip Allyn, City Traffic Engineer; Mr. Austin Grammer, City Economic Development Coordinator; Mr. Eric Schmitt, McLean County Administrative Services Director; Mr. Jerry Stokes, McLean County Engineer

1. CALL TO ORDER: Mr. Gorman called the meeting to order at 4:00 pm.

2. ROLL CALL: Mr. Allyn called the roll. With six members in attendance, a quorum was established.

3. PUBLIC COMMENT:
Mr. Phil Reynolds, Old Town Township Roadway Supervisor, addressed the Commission. Traffic is increasing on TR 2100E and TR 1300N (Oakland Ave.) as residents of the subdivision avoid Ireland Grove Road increasing maintenance work required on their roads. Mr. Reynolds isn't sure whether the intersection changes will result in more people using Ireland Grove Road and fewer using the Township's roads. Mr. Reynolds would like to see the Transportation Commission be included in future development discussions on the east side to help minimize impacts to the Township.

Mr. Dick Biggs, resident of the White Eagle Subdivision, addressed the Commission regarding the Ireland Grove/Towanda Barnes intersection and the Ireland Grove/Streid intersection. Mr. Biggs supports the proposed improvements at Towanda Barnes with one concern: he is concerned about the effect on the intersection at Streid Drive. Mr. Biggs is a longtime resident of this immediate area and has watched the growth occur over the years and understands the future growth potential. Mr. Biggs often travels east on Ireland Grove to Benjamin Elementary and previously avoided the intersection by taking a significantly longer alternate route during bad weather, but after being in a crash recently, now uses this alternate route exclusively. A second crash occurred 3 weeks later resulting in several injuries. The intersection has several factors that make it difficult, including speeds and small gaps on Ireland Grove, sun glare in the morning, sight distance around other vehicles using the intersection, crossing multiple lanes, the curve to the east, and other factors. Concerns are documented in the Commission's packet in Items 8, 15 and 22 on pages B-69 through B-75.

4. MINUTES: Reviewed the minutes of the October 17, 2017 regular meeting of the Bloomington Transportation Commission.

5. REGULAR AGENDA

A. **TC-2017-02 – Consideration of a recommendation to City Staff to include intersection modifications at Fairway Drive and Empire Street (IL Route 9) with the resurfacing of Fairway Drive as part of the planned FY2019 Resurfacing Plan.**

Mr. Allyn introduced the intersection at Fairway Drive and Empire Street. The intersection of the frontage road is currently very close to Empire Street resulting in extremely short lanes between Empire and the frontage road as well as a full lane-width job in the through lanes across the frontage road intersection. This creates some safety issues with people turning at the frontage road intersection as well as people traveling southbound on Fairway who have to negotiate the lane shift.

The City hired a consultant to study the intersection and develop some options to improve the operations and safety. The study includes the following recommendations: install a raised median on the north leg from Empire to north of the frontage road creating right-in-right-out access to/from the frontage roads similar to the south leg of the intersection; lanes on the north leg would be reduced to a left turn lane and through-right lane, each of more adequate length; south of Empire the lane configuration stays the same, but has some minor alignment changes; spot sidewalk improvements are proposed to be added south of Empire to provide better connectivity to existing sidewalks and cross walks; bike lanes are proposed for both northbound and southbound as recommended in the City Bicycle Master Plan.

The changes are proposed to be completed as part of the FY2019 Resurfacing work on Fairway scheduled to be completed in 2018 from north of Robinhood to a yet to be determined point south of Washington.

The Study has been submitted to IDOT, who was in favor of the proposed changes and indicated approval to move forward.

Due to the changes in access, especially to the north frontage road, Staff recommends having a Public Open House to discuss the project with the area stakeholders. Comments received at the Open House would be incorporated into the design if appropriate. If significant negative feedback is received, the project can return to the Commission for direction.

Mr. Gorman indicated that during a ride-along with a police officer, the officer indicated that drivers at this intersection are required to stop prior to the frontage road and not block the intersection. He inquired what the requirements would be with the new frontage road configuration. Mr. Allyn indicated that the stop signs on Fairway at the frontage roads would be removed, with the longer turn lanes. This would essentially result in the frontage roads functioning similarly to an entrance in the middle of a turn lane in which drivers on the frontage roads would yield to drivers on Fairway. Mr. Gorman suggested this as an education component at the Open House.

Mr. Gorman asked why there was no cross walk across the east leg of Empire. Mr. Allyn indicated that the improvements focused on connecting the existing pedestrian facilities, which currently cross only on the west side of Fairway. In addition, there is only sidewalk to the north on the west side of Fairway to which to connect. Mr. Gorman asked if sidewalk could be added to the west side along with additional cross walks across the east leg of Empire and the north leg of Fairway. Mr. Allyn indicated that this could be considered as part of the potential future larger project reconstructing Robinhood and Fairway into a roundabout. There is restricted Right-of-Way as well as utility and drainage conflicts on the east between Empire and Robinhood that will make installing sidewalk through this area significantly more expensive and difficult to construct. Mr. Karch added that there are differences between Gap Sidewalk work (filling in large sections without existing sidewalk) and Sidewalk Maintenance work. This requested addition would be Gap Sidewalk work. We only have City funding currently to complete maintenance work with one small Gap project each year and there are many locations in the community where Gap sidewalks are really needed. Staff will take this location under consideration.

Mr. Gorman indicated that his inquiry on incorporating the sidewalk stems from the City's Complete Streets Ordinance and the fact that this work is proposed as part of a resurfacing project and therefore all modes will be taken into full consideration. Mr. Allyn indicated that all modes are being accommodated with the addition of bike lanes for bicycle users, since pedestrians are already currently accommodated

along the roadway via the sidewalk on the west side. In fact the proposed sidewalk to be added around Empire will increase the mobility of pedestrians even further. Mr. Gorman requested that a cost estimate be completed to construct sidewalk along the east side of Fairway between Empire and Robinhood to be brought back to the Commission for consideration.

Ms. Blair inquired if it was known how far into the future the roundabout option would be completed. Mr. Allyn indicated that there is currently no plan or budget to move forward with the roundabout option. It was suggested as something that could be done in the future to assist with access between the frontage roads and Empire since it would allow an easier U-turn at Robinhood, however the scope of work required for its construction would exceed what could be accomplished as part of the resurfacing project and the funding that is currently available. Staff will be monitoring the U-turns at this location and if problems arise, they will be addressed.

Ms. Rumley inquired about alley access to Harbor Freight. Mr. Allyn indicated that there is alley access at the north end of the Harbor Freight as well as the property immediately to the west. The raised median was purposely planned to stop south of this entrance to maintain access from Fairway to this alley.

Ms. Blair motioned to recommend that City Staff proceed with Public Involvement in the form of a Public Open House, and, pending positive feedback at the Open House, proceed with including the proposed modifications into the FY2019 resurfacing work. If significant negative feedback is received at the open house, modifications to the project will be evaluated for potential implementation prior to moving forward. Ms. Browne seconded the motion. The motion was approved by the Transportation Commission by a vote of 6-0 with the following votes cast: Ms. Ballantini – yes, Ms. Blair – yes, Ms. Browne – yes, Mr. Gorman – yes, Ms. Kooba – yes, Ms. Rumley – yes.

B. TC-2017-03 – Consideration of a recommendation to City Council concerning a Motor Fuel Tax Resolution for an additional $900,000 for intersection design, plans, construction documents, right-of-way, utility relocation, and construction for the intersection of Towanda Barnes Road and Ireland Grove Road.

Mr. Allyn indicated the project began in 2014 as a joint project between the City and McLean County, with the County as the lead agency. Mr. Allyn introduced Mr. Jerry Stokes, County Engineer. Mr. Stokes gave a brief presentation on the history and current status of the project. There has been significant development (3,400 residences) along Towanda Barnes north of Route 9 (Empire) in the last 15 years. Much of this new development utilizes Towanda Barnes and Ireland Grove to access State Farm, Benjamin Elementary School, and Evans Junior High School creating significant backups to southbound Towanda Barnes (specifically right turning) in the morning hours and Ireland Grove in the evening hours. Design team developed idea to construct the southbound free-flow right turn lane to alleviate the congestion and approached IDOT about completing an interim Intersection Design Study based on a 10-year design rather than the typical 20-year design to construct just the free flow right. In addition, the west leg would be re-marked to provide a dual left turn lane and single through-right lane to help alleviate the Ireland Grove eastbound left turn congestion. Accident data was reviewed: in the past 5 years, there have been 36 crashes, including one fatality. This location is the highest crash history on the County Highway system, similar to the number seen at IL Route 9 and three times the number seen at other City-County intersections on Towanda Barnes.

Between 2014 and 2016, Unit 5 changed their school start times, condensing additional traffic into the peak hours and the Grove subdivision continued to develop resulting in traffic continuing to increase dramatically on the north, east, and west legs. In order to get approval IDOT of the IDS, updated traffic counts were obtained. These new counts showed that additional lanes were needed on both the east and west legs and IDOT required a full 20-year design rather than the interim 10-year design if State MFT funds were to be used for the project.

In addition to the congestion problems at the intersection, there are several other issues. To avoid backups, traffic cuts through the private, frontage road southwest of the intersection. Traffic also has been avoiding the intersection by traveling north from the Grove and Benjamin Elementary and Cornerstone Academy on Township Road 2100E which cannot adequately handle the increase in traffic resulting in failing pavement and unsafe curves and lane widths.

Other potential alternates have been considered. Conversations have been had with the schools to change their start times to move school traffic out of the commuter traffic peak, but this was not feasible due to the school bus staggered schedule needed for the District. The signal times have been tweaked to maximize efficiency, but isn't enough to solve the congestion without additional lanes.

Two options are presented for discussion: First, build the full IDOT approved intersection with 50/50 split between City and County as recommended by Staff. This would cost the City approximately $900,000 in MFT funds. The second option is to use general funds (if they can be made available) rather than MFT funds. This would remove IDOT's requirement for all of the proposed improvements to be constructed. Instead, the free-flow right alone would be built under the 50/50 split with a City cost of approximately $250,000. This would reduce the southbound congestion on the north leg. However, the congestion on the east leg would remain and traffic would likely continue to bypass the intersection utilizing TR 2100E.

Mr. Allyn reminded everyone that this intersection is one of the County's highest priorities and has one of the highest numbers of crashes on the County's Highway system. When the intersection is compared to other intersections within the City's roadway system, it ranks 117 out of 1,314 intersections with a recorded crash, which puts it in the top 9% when ranked by crashes per million vehicles. When ranked by number of crashes, it falls at 62 out of 1,314, which is in the top 5%. When you remove intersections on a State Route and look at just City or City/County/Town intersections, this intersection ranks 10th overall.

Mr. Allyn mentioned this is the only major intersection on Towanda Barnes without a southbound right turn lane. There is a lot of other information available in the meeting packet. Mr. Allyn indicated that the Staff recommendation was to do the MFT funded, IDOT approved project and explained the requirements for using MFT funds and typical projects in which they are generally most efficiently used. Mr. Allyn indicated that the requested $900,000 in MFT funds is for the City's portion of the construction cost, as well as amounts for utility relocation, ROW acquisition, and a small remainder of the initial design engineering. The total construction cost is estimated to be $1.6 million, which compares to $7.3 million for the Towanda Barnes & Raab intersection.

Ms. Kooba expressed concerns about speeding and asked how this project addresses the speeding and related safety concerns. Mr. Allyn indicated that speeding is hard to solve with an intersection project. One method to control speeding is to increase enforcement, however, it's not practical to continuously have a police presence. In general, the easiest way is to provide traffic calming in the form of creating an urban environment with curb and gutter, buildings, trees along the road and other features that create a feeling of a tighter space. This naturally slows drivers down. A rural section with wide shoulders and open ditches surrounded by open fields creates a feeling of openness that makes drivers feel safer at higher speeds. When looking at Towanda Barnes specifically, it's a major thoroughfare for the east side of Bloomington whose purpose is to convey larger amounts of traffic from the north side to the south side and vice-versa. Speeding primarily happens between intersections. Since this project is limited to the intersection itself, there isn't really the ability to directly impact the speeding before or after the intersection. The purpose of the project is to reduce congestion at the intersection and address safety issues related to a poorly functioning and over capacity intersection. There may be some positive side effects on speeding realized. Namely, if drivers do not have to wait 5-10 minutes to get through the intersection, they hopefully will be less likely to speed once they are through the intersection in an attempt to make-up time.

Ms. Blair asked if any traffic analysis was completed with Vale Church relocating to Ireland Grove to the west of this intersection. Mr. Karch indicated that while traffic impact analysis is typically required for a new development, there was not a formal analysis completed for the Vale relocation. Since the property use (church) has its peak times on Sunday mornings which do not overlap with the busy times on Ireland Grove, and because Ireland Grove's five current lanes at that location provide plenty of capacity, it is unlikely to have any negative traffic impacts to the City's infrastructure.

Ms. Ballantini indicated that capital improvements are typically easy to fund initially. What is the plan for future maintenance? Mr. Allyn indicated that Ireland Grove is currently maintained by the City and Towanda Barnes is currently maintained by the County. This will continue in the future.

Mr. Gorman asked if a roundabout would be a better alternative for this intersection rather than expanding it in its currently form and inquired if a roundabout was considered. Mr. Allyn indicated that the initial driver for the project was the southbound right turn lane and the eastbound left (improved with the marking change to dual left turn lanes) and the focus was placed there on completing a smaller, interim improvement. At that time, it wasn't feasible to reconstruct the entire intersection as a roundabout to solve the one movement. Roundabouts are a great tool for many locations, but likely not the right solution for this intersection. It would require a dual lane roundabout, which would be more difficult for drivers to "learn" in this area where drivers are not as familiar with them, and the initial risk would be high given the relatively high traffic volumes at the intersection. The best experience comes with starting with single-lane roundabouts in an area to allow drivers to gain familiarity. Mr. Gorman agrees that a dual lane roundabout would be needed based on traffic volume per federal guidelines. Since the Council referring this project to the Commission specifically to review whether the money is being spent wisely, he wants to see an analysis of a roundabout at this location to help determine whether the proposed improvements are the best option. He agrees that there will be a period of changing driver behavior and expectations, but believes that it may potentially be a better long-term solution and would like to at least review it. Ms. Brown indicated that she believes that the speeding issue and learning to use a roundabout are both predicated on driver behavior change and is less convinced by the arguments based on crash data since it's hard to know the causes of the crashes. She believes that the presence of right turn lanes at the other intersections along Towanda Barnes lead to driver expectation for a turn lane at this intersection and the addition of the free-flow right is predictable and would help drivers feel more comfortable.

Ms. Rumley requested asking the Police to increase enforcement in the area for a period of time and monitor the results on speeding. Mr. Stokes indicated that the County Sheriffs do monitor Towanda Barnes as a whole and utilize radar trailers when possible. Mr. Allyn indicated that Staff is working to complete a speed study on Ireland Grove between Streid and Towanda Barnes in the next month or two and will also request additional enforcement by the Police. Mr. Gorman visited the area several weeks ago with the County Board representative for this area and noticed multiple red light running occurrences that appeared to be related to congestion frustration. It was clear that speed and red light running are both problems and additional enforcement would be helpful. However, safety gains due to enforcement are often shorter term gains and an engineered solution is likely needed. He is concerned that with the free-flow right turn lane drivers won't attempt to even slow down, and safety won't be improved, so he is worried to see that configuration in an area with higher speeds and poor driver behavior. Mr. Allyn indicated that the free flow right will have a relatively tight radius that will require driers to slow down: it's designed for travel speeds around 20 mph, and drivers will not be able to negotiate it at 45 mph. In addition, the free flow right will reduce congestion, reducing rear end and other related crashes.

Mr. Gorman indicated that during his site visit, which was on a Friday, he saw significant back up of at least 2-3 cycles on the east leg, he did not see any vehicles on the north, south, or west legs that took more than one cycle to pass the intersection. Ms. Kooba reaffirmed that as a daily commuter in the area, the backup on Ireland Grove is a regular occurrence. Mr. Allyn indicated that he couldn't speak to Mr.

Gorman's personal experience, but the backups have been well documented both in regular visits by City and County Staff and on video. Mr. Allyn also mentioned one of the contributing factors to the backups on Ireland Grove in the morning is that Unit 5 no longer buses from the west half of the Grove to Benjamin Elementary and more parents are now dropping off at the school. This results in more condensing of traffic into the smaller time period as they no longer leave for work before the busy time.

Mr. Gorman asked about impacts if the motion was delayed a month or two. Mr. Allyn indicated that due to the schools, it would be advantageous for as much of the construction as possible to occur during the summer. To accomplish that, the project would need to be bid early enough to allow construction to start in May. A delay of two or three months would impact that start, a one month delay will probably not. The next Commission Meeting would be in December, meaning it wouldn't go to Council until January.

Ms. Kooba asked about the traffic volumes at the other Towanda Barnes intersections and requested a crash per volume ratio for comparison of the intersections rather than just the crash numbers provided.

Mr. Gorman reiterated the desire for an analysis on roundabout feasibility. Mr. Allyn asked Mr. Karch if the City in the past has had any discussions with our local IDOT District 5 Staff regarding roundabouts. Some Districts are pro-roundabout, some of very anti-roundabout and their opinion will greatly influence whether MFT money would be allowed to be spent on a roundabout at this location. Mr. Karch indicated that District 5 has been resistant to roundabouts and other newer design ideas as they tend to be more conservative in their preferences. Mr. Karch also mentioned that some basic analysis could be completed, but that there is no funding for a larger scale study is available currently. Mr. Allyn indicated that based on those comments, it sounded like general funds would be needed for a roundabout, which wouldn't be prohibitive, but would require additional budget consideration. Mr. Gorman asked for verification that roundabouts typically cost less. Mr. Allyn indicated that it depends entirely on the specifics of the location. For intersections where the choice is a single lane roundabout or installing new signals and multiple turn lanes, the roundabout is usually cheaper. In this location, where there is already traffic signals and five lanes of pavement on three of the four legs, the proposed widening is likely cheaper since the dual lane roundabout will require replacing a significant amount of pavement both within the circle area and to install curving, speed calming approaches.

Ms. Browne requested a summary of points quantifying the expected increase in intersection efficiency and safety with the changes. Mr. Allyn indicated that Staff could run several traffic models comparing before and after conditions and provide that comparison of vehicular delay to show the expected congestion reduction. It would be harder to provide quantitative predictive numbers for the safety component. Ms. Browne would like whatever information would be possible to provide context. She also indicated concern with the distance between the free-flow right merging on Ireland Grove and the potential new signal at Streid Drive. Mr. Allyn indicated that there would be over half a mile of separation, so there should not be any conflicts.

Ms. Rumley also requested information related to the years in which right turn lanes were installed at the Towanda Barnes intersections at Raab, Empire, and GE Road and the crash rates before and after.

Mr. Gorman indicated that there was an apparent consensus to delay a decision until additional requested information was presented to ensure that the right long term solution is obtained given the large amount of money being requested to be spent. The specific information requested was reviewed.

Mr. Gorman asked if the Ireland Grove project will impact Streid Drive. Mr. Allyn indicated that there should not be a noticeable change in volume at the Streid intersection due to the changes at Ireland Grove. Mr. Gorman asked about a change in grouping on vehicles on Ireland Grove and the presence of gaps. Mr. Allyn responded that a large part of the problem at Streid right now is a lack of gaps. Currently, at Ireland Grove, there is a constant queue of vehicles waiting to make the southbound right. Any gaps

created by excess green time on other conflicting movements (northbound left, westbound through) are being filled by vehicles turning red on red from the southbound right. The free-flow right should allow the vehicles to maintain their grouping created at the Oakland signal as they make the southbound right, thereby not filling the gaps at the end of the other movements. There should not be a significant difference at Streid due to the proposed changes at Ireland Grove.

Ms. Blair motioned to delay this discussion until the December Commission meeting to allow staff to gather additional data and information. Ms. Kooba seconded the motion. The motion was approved via unanimous voice vote.

6. OLD BUSINESS: N/A (No Previous Meeting)

7. NEW BUSINESS

A. INFORMATION – Ireland Grove Road and Streid Drive traffic signal improvements.

Mr. Allyn indicated that there have been a number of complaints at this intersection both related to safety and the ability to turn from Streid onto Ireland Grove. Traffic signals have been requested. Staff counted traffic volumes at the intersection and reviewed past crash data. The crash history for the past five years was presented. There has been a history of 1-2 crashes per year except for 2014, when there were no crashes.

Mr. Allyn stated the Manual on Uniform Traffic Control Devices (MUTCD, the federal standard for all things traffic control) provides warrants or guidelines for when traffic signals should be considered. Mr. Allyn proceeded to describe the nine warrants and how they are applied. Warrants 1-3 are based on vehicle volumes, Warrant 4 is based on pedestrian volumes, Warrants 5-9 are based on special conditions (School Crossing, Railroad Crossing, signal coordination, etc.) with Warrant 7 pertaining to crash rate.

Mr. Allyn reviewed the application of each warrant to the Streid Drive intersection. Warrant 1 requires that traffic volumes reach a minimum threshold for at least eight hours during a typical day, it was met for 11 hours. Warrant 2 requires that traffic volumes reach a minimum threshold for at least four hours during a typical day, it was met for seven hours. Warrant 3 requires that traffic volumes reach a minimum threshold for at least one hour during a typical day, it was met for five hours. The volume-based warrants were all met by a significant margin.

Mr. Allyn indicated that there are currently no improvements planned or budgeted for this intersection. Given that signals are warranted by a reasonable amount, Staff worked to identify possible interim solutions with a reasonable cost. One idea that is being pursued is the installation of signal heads on span wires rather than more costly mast arms. This would allow for a cheaper installation that could be modified more easily in the future. Long term plans call for Abraham Road to be realigned to line up with Streid Drive.

Photos were reviewed of an initially temporary installation of span wire signals at a State intersection in Peoria (IL Route 40/Knoxville Ave. and the IL Route 6 Off-Ramp) that has remained in place due to its successful operation. Similar span wire signals will be installed at Streid as a pilot project that, if successful, may become a tool to be used in other similar situations around the City.

The City has a contract with Bodine Electric to assist with signal related work that the City Staff do not have the equipment to complete, such as setting mast arms, boring conduits, etc. The intent is to have Bodine set the poles and anchors and run the span wires. The remaining signal equipment (heads, controller, etc.) will be purchased using funds currently budgeted for equipment replacement. City Electricians would install the remaining equipment and complete the wiring. Both the Bodine contract and the equipment budget have adequate funds remaining to complete this work and still keep a

contingency amount for the rest of the fiscal year. It is currently anticipated that these signals could be online as early as Spring of 2018.

Ms. Blair asked if the signals would always be red-green-yellow or if they could be switched back to stop signs on Streid during the night and other low-volume periods. Mr. Allyn indicated that they would be programmed similar to regular signals where Ireland Grove will have a green signal unless a vehicle is detected on Streid, so there shouldn't be any periods where cars are stopped for a red light on Ireland Grove with no cars on Streid.

Mr. Gorman expressed he is very much in favor of the concept and the solution finding funding is a great proposal from staff. He agreed that with the future realignment of Abraham, it would be a temporary solution and that it doesn't make sense to construct permanent equipment that would need to be replaced. This different, fiscally responsible approach is appreciated.

Mr. Allyn also added that as a pilot project, we are also exploring using some newer signal technology. For example since new signal heads are now LED's that require considerably less power, we are trying to incorporate all low-voltage equipment, which would be safer to install and maintain as well as in the event of a vehicle crash into the equipment. The low-voltage equipment may also allow for potentially incorporating solar panels as the power source. Newer vehicle detection types will also be explored. One concern relates to snow not being able to melt off the lower powered LED heads. Since LED's have become the standard everywhere for new installations, this is something that is an on-going concern at other locations as well. Mr. Karch pointed out that State law requires an intersection to be treated as an all way stop in the event that signals are not visible, and that would be the case at this location as well as others were this to occur. Heads being on spans wires with some movement may also help knock snow off heads before it freezes.

The intersection will be monitored closely to ensure satisfactory performance.

8. ADJOURNMENT: The meeting adjourned at 5:38 pm unanimously by voice vote; motioned by Ms. Kooba and seconded by Ms. Blair.

Respectfully,

Philip Allyn
City Traffic Engineer