

AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, OCTOBER 15, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT**
- 4. MINUTES:** Review and approve the minutes of the September 17, 2019 regular meeting of the Bloomington Transportation Commission.
- 5. REGULAR AGENDA**
 - A. **TC-2019-03:** Annual Street Maintenance Program Discussion
 - B. **Information:** October 2019 Citizen Comments/Complaints Summary
- 6. OLD BUSINESS**
 - A. Any old items brought back by the Commission
- 7. NEW BUSINESS**
 - A. Any new items brought up by the Commission
- 8. COMMISSIONER COMMENTS**
- 9. ADJOURNMENT**

For further information contact:
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MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
TUESDAY, SEPTEMBER 17, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

MEMBERS PRESENT: Ms. Rickielee Benecke, Ms. Maureen (Reenie) Bradley, Mr. Edward Breitweiser, Mr. John Corey, Mr. Adam Heenan

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Jim Karch, Director of Public Works, Mr. George Boyle, City Attorney; Mr. Billy Tyus, Deputy City Manager, Assistant Chief Greg Scott, Police Department; Ms. Melissa Hon, Economic Development Director; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; and members of the public.

1. CALL TO ORDER: Ms. Bradley called the meeting to order at 4:04 pm.

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

3. PUBLIC COMMENT:

David Park: Has a property on 300 block of N. Main. Concerned with diagonal parking on both sides due to safety of the single, narrow lane. Also concerned that deliveries on that block that would block traffic. Also, there is an alley that holds two dumpsters that need to be moved to be emptied that will further reduce the number of parking spaces. There will be too much traffic in too dense of an area.

Ruben Granados: Owns business on 500 block of Center St. Biggest concern is that business owners and residents move cars around all day to avoid parking limits and take up spaces that should be available for customers. Owners and residents need to park in the parking decks. Residents park on street after 3 pm because they know parking enforcement will not ticket them.

Justin Boyd: Rents office at 411 N. Main St and was also was part of downtown taskforce where this request originated. In favor of reducing number of lanes to improve safety by reducing traffic speeds through downtown. If people are trying to get quickly through downtown, there are options to go around rather than through. Slowing traffic also would help with visibility of businesses. Concerned about deliveries and likes the idea of locating them on the side streets. Would like to extend time of parking enforcement past 3:30 to keep overnight parkers from clogging the spaces during business hours.

Jamie Mathy: Was also on the Downtown Taskforce, which had three goals for Downtown: place making, walkability, and changing perception of downtown parking. Not sure if angled parking as shown is the answer but wants Public Works and the Downtown Stakeholders continue dialogue to ensure all goals are met. Part of those talks should be about how we use our roads for events. One lane with parking on both sides is a good idea to promote walkability and make it easier to cross the street. Roads through downtown are not through streets and should be treated more like parking isles. Supports the ideas of deliveries zones on the side streets and extending parking enforcement until 7 pm at night or potentially allowing free overnight parking in the decks for downtown residents to free up parking for customers.

Gaye Beck: Owns 312/314 N. Main and has been there for 35 years. Largest concern is with delivery trucks. There are semi-trucks parking in a small truck unloading zones and double parking since there are not large enough loading zones. A one-spot freight loading zone won't work because there are numerous

times where there are multiple delivery vehicles. Three buses come by all day and there will be problems as they stop to load/unload passengers if there is just a one-lane road. In the past 35 years, they have needed to push multiple cars out of diagonal spaces after snow plowing blocks in cars that cannot reverse up hill in packed snow and ice. Putting diagonal parking on both sides just compounds the problem. Believes temporary parking markings are wrong and eliminates several spots by the alley. There are several business owners move cars around. Landlords need to provide parking for their tenants. All of Downtown is not the same and the parking can't be the same everywhere. Does not want events downtown that close off streets if they do not support the businesses.

Carmen Champion: Owns business on 400 block of N. Main, and has lived or worked downtown since 2005. Owns a Yoga shop and has concerns about the proposed loading zone on 400 block in the middle of the block. Concerned with eliminating front row parking as most customers are older, retired women and they struggle with climbing stairs already and they need to be able to conveniently park. Believes this loading zone location will isolate this segment of the population. Wants unloading zone on side streets of Monroe and Market in designated locations.

4. MINUTES: Reviewed and approved the minutes of the August 27, 2019 special meeting of the Bloomington Transportation Commission. Mr. Heenan motioned to approve the minutes. Ms. Bradley seconded the motion. The Transportation Commission unanimously approved the motion via voice vote.

5. REGULAR AGENDA:

A. Approval of 2020 Meeting Dates

Ms. Bradley explained that we usually meet on the 3rd Tuesday of each month and asked Mr. Allyn if there were any exceptions in 2020. Mr. Allyn indicated there were none.

Mr. Boyle explained that this was a requirement of the Open Meeting Act that each committee that meets regularly must approve their upcoming meeting dates annually, after which the City Council ratifies annually all meetings.

Mr. Heenan motioned to approve the proposed meeting dates for 2020, Ms. Benecke seconded. Vote was unanimous, and motion carried.

B. Downtown Parking Configuration

Mr. Karch introduced this item and provide greetings from the City Manager, Tim Gleason. This item is a listening activity and no decision has yet been made on what the Downtown parking will look like. There are many different philosophies we can have with our downtown parking and we have time to get information. We have a blank slate after the street was repaved. He explained that the current markings for parking are only temporary to establish guides for drivers and parkers while we work through this process. The city is not looking for action or decision tonight but is looking to gather information and comments, so city staff can make additional recommendations at a future meeting. He also introduced the Deputy City Manager Billy Tyus, Economic Development Director Melissa Hon, and City Engineer Kevin Kothe.

Ms. Bradley thanked Mr. Karch, agreed with his comments, and thanked the public for coming to speak. She believes this will be a good forum for starting the discussion among all parties, to continue on past this meeting.

Mr. Allyn explained that this item was returning to the Commission to get more input and involvement from Downtown Stakeholders. The first option is similar to what was in place prior to the resurfacing but with minor adjustments to meet current City Code. The second option adding angle parking to both sides of the street based on City Parking Code. The third option adds the angle parking but also includes

dedicated loading zone areas. The shown loading zone locations are representative only and will be adjusted as needed based on local needs if that option moves forward.

Ms. Bradley asked if there were options between 45° and 60° angle parking that may allow a better balance between number of spots and lane width. Mr. Allyn explained that those degree angles have calculated dimensions in the City Zoning Code but he could look at pro-rating the dimensions to develop some other options. He explained safety reasons for why wider lane widths are needed as the parking angles moves closer to 90° to the curb. Studies have shown that parallel parking results in fewer crashes than angled parking if all other factors are equal, such as traffic volume, speed, surrounding environment, etc. Ms. Bradley expressed concern for bicycle and motorcycle safety with narrower single-lane width and all-angle parking.

Mr. Heenan asked how angled parking would affect snowplowing. Mr. Karch explained that snowplowing downtown is always a challenge because there is nowhere to go with it. For cars, it will be more difficult to back uphill when there is snow or ice. From an operations perspective, there will likely be difficulties regardless of the final configuration. He also reiterated that all options are still on the table and these three options are just a start. There are other things that may be included such as having one side of the street be compact car only to help with the lane widths. The discussion needs to determine what is the overall philosophy that is desired for the Downtown.

Ms. Bradley asked where this discussion goes from here. Mr. Karch explained that we would take all this information back to the City Manager and work with everyone for the best solution.

Mr. Heenan asked about the length of time before the temporary markings need to be replaced. Mr. Karch said that the markings should generally be good through the winter, although some may get damaged with plowing. There is not a need to have a decision prior to next spring. The permanent pavement markings should last 10-15 years, so we want to make sure we have the best solution prior to placing them.

Mr. Tyus added that over the fall and winter, the City would have more time to have conversations with other stakeholders. Ms. Bradley asked about the type of forum the public and other interested parties will have to get information or express opinions. Mr. Titus explained that details were not finished yet and the City was working to figure out how best to accommodate those with varying work schedules and other time commitments.

Mr. Corey mentioned that he expected there to be some amount of angle parking. Has the City has looked at back-in parking like Peoria has in their downtown? Mr. Allyn explained that it has been mentioned but not strongly considered to this point. Studies have shown back-in angled parking to be safer than front-in angled parking. Mr. Corey stated his concern with angled parking is the blind backing into traffic. The back in parking, drivers are able to pull out with better vision of oncoming traffic.

Mr. Heenan asked if there were any other communities that do compact car parking only. Mr. Allyn explained that we already have some individual spaces around town, such as between driveways where a full size spot may not fit, he does not know of any communities that do it in large areas as a matter of practice. Staff did look at a number of communities for other examples of angled parking on both sides of a one way street. Only one block was found in a Chicago suburb that was relatively narrow that had a single lane and extremely short parking spaces of 12' to 14' that would only fit compact cars, but there did not appear to be signs restricting it to such. It's not common.

Ms. Benecke asked how much the city has reached out to Downtown stakeholders so far. Mr. Tyus explained that there have been a variety of discussions and there was a Downtown Task Force that discussed this and many other topics but there has not been a focused, organized, intentional discussion on this exact topic.

Ms. Bradley asked the commission to be kept informed as this moves forward.

C. Information: September 2019 Citizen Comments/Complaints Summary

Mr. Allyn provided the background for the report and how it is organized. He discussed the various means for residents to submit requests or concerns.

There were no questions from Commissioners.

6. OLD BUSINESS:

No Old Business.

7. NEW BUSINESS:

No New Business.

8. COMMISSIONER COMMENTS:

Mr. Heenan welcomed the new commission members and thanked everyone in the public for attending.

9. ADJOURNMENT: Mr. Heenan made a motion to adjourn. Ms. Benecke seconded the motion. The motion was approved unanimously, and the meeting was adjourned at 4:55 pm.

Respectfully,

Philip Allyn
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
AUGUST 27, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2019-03	Annual Street Maintenance Program	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Review and approval of Upcoming 5-Year Annual Street Maintenance Program	

STAFF RECOMMENDATION: Table for Further Discussion
Staff recommendations will be made at a later meeting.

1. ATTACHMENTS:

- a. Background information available on the City Website (Commission documents page):**
 - i. March 2018 Meeting Agenda Packet and Minutes – Overview information on the various types of funding available for transportation projects**
 - ii. August 2018 Meeting Agenda Packet and Minutes – Historical Information on past street resurfacing and funding levels and ratings**
 - iii. September 2019 Meeting Agenda Packet and Minutes – Council Memo for purchase of DOT (Decision Optimization Technology) Roads Software and PASER Hot Mix Asphalt Manual**
- b. DOT Roads Memorandum**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

At the September 2019 Commission meeting, the new process for the determining and releasing the Annual Street Maintenance Program was discussed. A formal 5-year plan for the street work will be generated by the Engineering Division initially using GIS based DOT (Decision Optimization Technology) Roads Software from Infrastructure Solutions Inc. The next step in this process is to identify and more deeply discuss how the program works, what the various inputs are and how they interact. Please see the attached memorandum discussing the various aspects of the program.

At this time, Staff has completed the calibration of the program and obtained a good knowledge of the optional input variables available to us as well a good understanding of the functionality of the program. Staff is still working through the details to make a recommendation on these inputs and expect to have initial recommendations available prior to the next meeting.

3. STAFF RECOMMENDATION:

Staff requests this item be tabled until a subsequent meeting for additional discussion.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

ANNUAL STREET MAINTENANCE PROGRAM

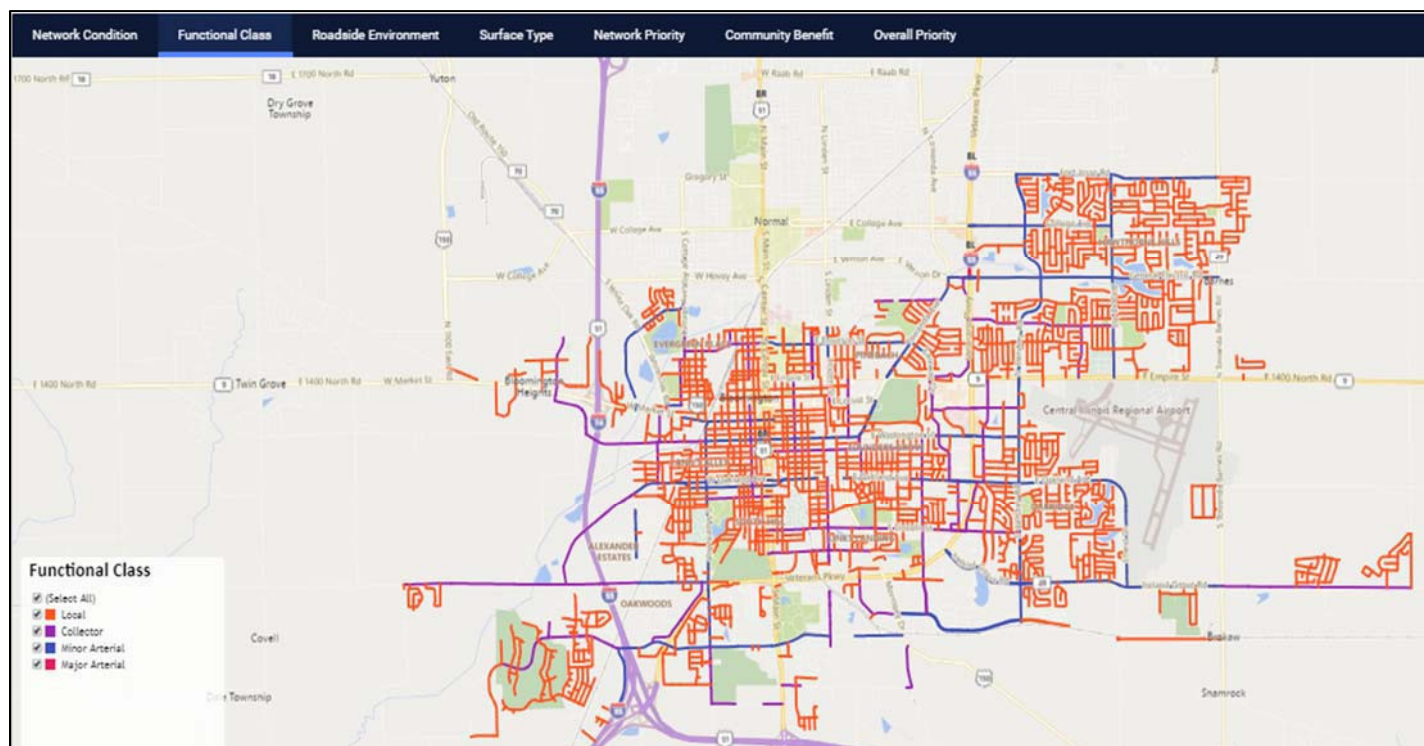
This memo is intended to provide an overview of the process that the City will take when selecting streets to resurface in order gain feedback from all stakeholders.

A new tool will be used which will help with consistency in street selection and communication of the factors being considered. Decision Optimization Technology (DOT) Roads Software was developed to help municipalities such as the City of Bloomington maintain their infrastructure in the most efficient manner. The software accounts for many different factors that go into deciding which pavements get which treatments and when the treatments are applied. DOT allows for many variables to be considered along with an interface that would allow it to be shared in the simplest of ways. The software provides the ability to make decisions based on a lot of different factors at both the network level and at the individual road segment level. Below is a screen shot of the Network Overview screen in DOT.



It is important to acknowledge that the output continues to include subjectivity because the input includes subjectivity such as the determination of current pavement ratings. The output will be reviewed by staff and variations from the program's output are expected. Some of these can be built into the system with a hard override such as underground infrastructure projects. Some of the exceptions cannot be built into the system.

DOT Roads uses many different factors that are divided into two main groups: Network Based Factors and Community Benefits Factors. The Network based factors include; Functional Class, Roadside Environment, Service Type, Surface Type, Average Daily Traffic (ADT), PCI Rating, Minimum Maintenance Standards (MMS) and Wards. These factors are all broken down into other sub categories that are weighted on a network level in the decision process. Functional Class is broken up into four different categories; Major Arterial, Minor Arterial, Collector and Local. (See picture below.) The weights are set for Functional Class based on the varying costs of maintaining and repairing the pavement, and the desire to provide differing lengths of service and ride quality for each class. For example, an arterial will have a higher priority to get treatments to preserve the pavement condition because there are a higher number of cars traveling on this road and it will cost more to repair if it falls below acceptable limits. The categories of Functional Class are defined by a number of factors that are set forth by the Federal Highway Administration (FHWA) and IDOT and are influenced by the Average Daily Traffic (ADT) as well. Functional Class and ADT are usually studied and updated every 5 years, so these numbers have a chance to change semi-regularly. The Service Type is determined by the zoning that is adjacent to the roadway. The Roadside Environment pertains to whether the surrounding area is rural, semi-urban or urban. The Surface Type characterizes the pavement type (hot-mix asphalt, surface treated, concrete, composite, gravel, or earth). The Minimum Maintenance Standards (MMS) is a factor utilized in the Canadian Provinces and is not used in the United States. The Wards are another factor that we are recommending not be used in analysis so that the system is evaluated evenly over the entire City.



Roadway segments are rated by the Engineering Staff utilizing the PASER rating system. (See the last page for more info about PASER Ratings and their effect on preservation treatments.) These ratings are reviewed every 3 years for surface condition. Each year 1/3 of the total pavement sections are reviewed and updated. This PASER rating is converted into a PCI Rating and inputted into the software.

The Community Benefit factors includes four different categories: Risk, Social Viability, Council Priority and Economic Viability. The Risk of a segment has to do with the attention we need to put on a specific segment of road. Social Viability is broken up into five subcategories; Access to School, Access to Health Services, Public Transit Access, Cycling Routes, and Community Support. Council Priority has two subcategories including Strategic Plan and Other Priorities. Finally, Economic Viability can be broken down into; Urban Development, Tourism and Available Funding. All the features in the Community Benefit Categories have data which must be put onto each road segment individually and then the amount of consideration that the program puts on each one of these segments can be controlled at the network level as well. Currently the Engineering Staff does not have the certainty of measurement to set the level of importance for the Community Benefit for each segment individually, so we anticipate setting the priorities on zero for the Community Benefits. Editing the community benefit settings for each individual segment can be done in DOT and is shown below.

Asset Inventory / Data Repository

Edit Asset Section

NameGREENWOOD AVE

Section ID10005

Start PositionStart

End PositionEnd

GIS ID10005

Section Condition

0

100

100

Excellent

Section Priority

Overall Priority31.5/100

Network Priority63/100

Community Benefit0/100

Road Data

Condition Data

Community Benefit

Repair History

Map Location

Risk

Risk Factor

0

Social Viability

Access to School

0

Access To Health Services

0

Public Transit Access

0

Cycling Route

0

Community Support

0

Council Priority

Strategic Plan

0

Other Priorities

0

Economic Viability

Urban Development

0

Tourism

0

Available Funding

0

Another input into the Optimization is the Level of Service (LOS) of our network. In this tab screen, you will assign specific LOS in terms of section condition based on different Functional Classes, in order to incorporate serviceability considerations into the decision-making process. This enables us to refine the minimum serviceability considerations based on different Functional Classes, rather than assigning singular values. The assigned LOS values are used as additional constraints in the optimization process to ensure road sections in different Functional Classes perform above their associated LOS constraints, while also considering budget limits and other decision criteria, as set in

the scenario. Minimum Acceptable Performance is specified as the area under the condition projection curve and is a measure of the overall quality of the system. In simpler terms, performance can be specified as the average (or expected) condition over the planning horizon. Minimum Acceptable Performance LOS settings enables you to assign a constraint for the performance of each functional class. Minimum Acceptable Performance acts as a hard constraint, meaning the constraint must be satisfied by the optimizer, or it will not be able to provide a solution. Minimum Acceptable Condition is the condition level that assets are not allowed to drop below. Minimum Acceptable Condition acts as a soft constraint that assigns a significant penalty if the constraint is not satisfied. This means the optimizer will try to satisfy the Minimum Acceptable Condition constraint in as many cases as possible, however, there might be cases that drop below the acceptable condition depending on the applied optimization objective and other network attributes. Minimum Target Condition enables you to set a target condition to ensure sections within the associated functional class will achieve a condition above the minimum level specified by the user by the end of the plan. Deficit Threshold sets the minimum condition thresholds used for deficit projection calculations. Adjusting Deficit Threshold can directly affect the deficit projection results.

The screenshot displays a software interface with a dark blue header containing tabs: Treatment Methods, Level of Service, Prioritization, Project Alignment, and Budget. The 'Level of Service' tab is active. Below the header, there is a checkbox labeled 'Use Levels of Service values from Default Scenario Settings' which is unchecked. The interface is divided into four main sections, each with a title and a list of functional classes (Freeway, Major Arterial, Minor Arterial, Collector, Local) with corresponding sliders and numerical values.

Section	Functional Class	Value	Additional Option
Minimum Acceptable Performance	Freeway	0	
	Major Arterial	50	
	Minor Arterial	50	
	Collector	50	
	Local	50	
Minimum Acceptable Condition	Freeway	0	☐ Eliminate by the end of plan
	Major Arterial	0	☐ Eliminate by the end of plan
	Minor Arterial	0	☐ Eliminate by the end of plan
	Collector	0	☐ Eliminate by the end of plan
	Local	0	☐ Eliminate by the end of plan
Minimum Target Condition	Freeway	0	
	Major Arterial	0	
	Minor Arterial	0	
	Collector	0	
	Local	0	
Deficit Threshold	Freeway	0	
	Major Arterial	30	
	Minor Arterial	30	
	Collector	30	
	Local	30	

Project Alignment enables coordination of underground Utility, Water, Sewer, and Road activities. For example, if a section is scheduled for a utility project in a particular year in the capital plan (e.g., 2020), pavement rehabilitation projects can be aligned by applying a mandatory intervention to the year 2020 for that section. Specific sections can be specified with either Mandatory or Exclusions

over the planning horizon. In the mandatory mode, settings include the Year (the time of intervention), Treatment (the type of treatment to be applied), and the Total Cost of the projects. Exclusions can be added to the capital plan to ensure certain sections are not repaired within a particular period of time, or during the entire plan, i.e., exclude all years.

Section List

Name	From	To	Action
SUNSET RD	EMERSON ST	EMERSON ST	

Section Info

ADD TO LIST

Alignment Settings

☒ Mandatory ☐ Exclusions

Year: 2020

Treatment: HMA-Ovly

Total Cost: Calculate Automatica...

APPLY SETTINGS CANCEL

DOT also has a setting for Operational Efficiency Analysis. This setting attempts to increase the efficiency of the treatments that are being performed in the Network by placing treatments in close GIS proximity to one another. This helps to get better unit costs from our contractors and helps prevent the heavy construction traffic from going all over the City, which should prolong the pavement lifespan.

1 - Scenario Type Paved Roads

2 - Scenario Name New Data KL2

3 - Optimization Mode

☒ 10-Year Capital Plan ☐ Target Optimization ☐ Backlog Elimination

4 - Settings

Optimization Objective

☒ Maximize Network Performance (Recommended)

☐ Maximize End-of-Plan Network Condition

☐ Minimize End-of-Plan Backlog

Include Network Priorities and Community Benefits

☒ Yes (Recommended)

☐ No

☐ Minimum Target Network Condition: 0

☒ Include Operational Efficiency Analysis

Scenario Summary

Name: New Data KL2

Year: 2020

Description: HMA-Ovly Test

Minimum Acceptable Performance

Freeway	0
Major Arterial	50
Minor Arterial	50
Collector	50
Local	60

RUN OPTIMIZATION

Once a Multi-year Program is outputted from DOT, Staff may make minor adjustments the proposed plan generated by the analysis if the Project Alignment and Operational Efficiency Analysis settings don't properly schedule work. For example, roadway segments that are shown in the same

general geographical area but are to be treated in different years, could be combined into the same year. Similarly, staff would final check that the plan properly coordinates with all known underground or other construction projects.

The various maintenance treatments that the City has been operating with more recently and typically has under contract have all been included as options in DOT. The engineering division is continuously investigating and researching other pavement treatments that could be used in the future, at which time they would be included in DOT. A list of treatments along with a short description of the work is provided below.

8 Paved Roads Treatments Appendix

Crack Sealing

Crack Sealing is the process of placing specialized materials into cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers.

Fog Seal

A fog seal is an application of a specially formulated asphalt emulsion (a thin liquid oil) to an existing asphalt pavement. A fog seal gets its name from its spray application, sometimes referred to as "fogging".

Slurry Seal

Slurry Seal is mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler and water. This treatment is used to fill cracks and seal areas of old pavement, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)

Microsurfacing is an application of a mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on a paved surface. Unlike slurry seal, Microsurfacing can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface. Thin HMA Overlay is a Hot Mix Asphalt (HMA) overlay of 40 millimeters or less, and is sometimes used when Microsurfacing is not available.

One Lift Overlay / Mill & One Lift Overlay

A single lift (typically 50mm) of Hot Mix Asphalt is applied as a surface material. Milling is a preparatory process where part of the asphalt surface is milled off before paving to remove surface distresses and/or to maintain a surface elevation.

Two Lift Overlay / Mill and Two Lift Overlay

A double lift (typically 50mm each) of Hot Mix Asphalt is applied as a surface material, where the second lift is usually a finer grade of Hot Mix. Milling is a preparatory process where part of the asphalt surface is milled off before paving to remove surface distresses and/or to maintain a surface elevation.

Full depth asphalt removal and replacement (Two Lifts HMA)

This treatment is the complete milling and removal of all asphalt material without recycling, and replacing it with two lifts (typically 50mm each) of Hot Mix Asphalt, where the second lift is usually a finer grade of Hot Mix.

DOT Road Network Capital Planning Optimization Software

Data input into DOT

> Paser Ratings (1 through 10)(based on actual Field Reviews of roadway segments)

Paser Rating	Condition	Remarks
9 & 10	Excellent	Recent construction/overlay
8	Very Good	like new (occasional cracks- less than 1/4" width)
6 & 7	Good	1st signs of aging (cracks 1/4 to 1/2" width)
4 & 5	Fair	Aged Surface (Moderate to Severe Cracking/raveling on 50% of surface)
2 & 3	Very Poor & Poor	Severe Deterioration - major cracking/rutting or distortion
1	Failed	Severe distress with extensive loss of surface integrity

> AADT (Annual Average Daily Traffic Counts)

Documented per road segment (3,629 segments)

Eligible Treatments based off of Paser ratings

Decision Rules - PCC and COM Sections

Decision Rules - PCC and COM Sections				AND				AND				Functional_Class
Treatment	Available	Unit Cost	Unit	Value	Condition	Value	Traffic	Value	Value			
HMA-Fog Seal	YES	\$1.00	\$/sqyd	8	<=	PASER	<=	10	0	<=	AADT	<=
HMA-Slurry	YES	\$2.25	\$/sqyd	5	<=	PASER	<=	7	0	<=	AADT	<=
HMA-EnhSurf	YES	\$8.00	\$/sqyd	4	<=	PASER	<=	5	0	<=	AADT	<=
HMA-Ovly	YES	\$35.00	\$/sqyd	2	<=	PASER	<=	4	0	<=	AADT	<=
SMA-Ovly	YES	\$40.00	\$/sqyd	2	<=	PASER	<=	4	1001	<=	AADT	<=
HMA-FDARR & 2Ovly	YES	\$62.00	\$/sqyd	0	<=	PASER	<=	2	0	<=	AADT	<=
PCC-CrackSeal	YES	\$0.35	\$/sqft	6	<=	PASER	<=	8	0	<=	AADT	<=
PCC-HMAOvly	YES	\$35.00	\$/sqft	3	<=	PASER	<=	4	0	<=	AADT	<=
PCC-SMAOvly	YES	\$40.00	\$/sqft	3	<=	PASER	<=	4	1001	<=	AADT	<=
PCC-FullDepthRepair	YES	\$120.00	\$/sqft	0	<=	PASER	<=	2	0	<=	AADT	<=
												ANY

* These inputs are based on Staff's experience and engineering judgement.

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
OCTOBER 15, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Summary of Citizen Comments/Complaints Received October 2019	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted as information for the Transportation Commission. Any feedback or comments are welcome.	

STAFF RECOMMENDATION: N/A

Staff submits the following information to the Commission. Any comments or feedback is appreciated.

1. ATTACHMENTS:

- a. None**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The following comments were received by the Engineering Department between September 14, 2019 and October 10, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Counters placed to gather speed and traffic data. Data is being evaluated.
- 2) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
- 3) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. Speed data collected. Need to review results.

- 4) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.
- 5) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.
- 6) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.
- 7) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.
- 8) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. Warning signs have been installed. Need to evaluate sign indicating school crossing is further west at the school.
- 9) Received complaint about truck traffic on Fort Jesse Road. Observed a large number of trucks using Fort Jesse and traveling to and from properties along Fort Jesse. Need to follow up with requestor and discuss.
- 10) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity. Installed traffic cameras to determine number of trucks utilizing the cul-de-sac to avoid traveling through the neighborhood to the west and south on Vladimir to observe if there are any usual traffic movements.
- 11) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Speed data collected. Need to review results and compare to traffic calming policy.
- 12) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met). Need to formalize report and respond to resident.
- 13) Received request for traffic calming on W. Oakland between Livingston and Euclid. Speed data collected. Need to review results and compare to traffic calming policy.

- 14) Received request to add flashing yellow arrows at Emerson and Towanda due to confusion of eastbound left turn drivers and non-90-degree angle of intersection. Contacted requester and indicated flashing yellow arrows are beginning to be incorporated as other signal maintenance work is completed at an intersection. This particular location will be reviewed closer due to unique geometry for higher priority of flashing yellow arrow implementation. **Reviewed current equipment, implementation would require replacing a prohibitive amount of currently well-functioning equipment. Will keep this location on the list for future flashing yellow arrow implementation with next equipment update or repair. Item Considered Closed.**
- 15) Received request to remove school zone on southbound Center Street by Thornton's for Corpus Christi is no longer needed due to school closing. Confirmed that this zone was just for Corpus Christi and not also Bent Elementary and that there are no longer school activities at old Corpus Christi building. **Submitted request for sign removal to IDOT. Item Considered Closed.**
- 16) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request. Contacted requestor and discussed. Determined request is in response to needing area for children drop off for Heartland Head-start. Identified location and completed work order for sign installation 8/21/19. Need to update Code when completed.
- 17) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.
- 18) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 19) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review. **Sign approved, need to complete work order for sign installation.**
- 20) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 21) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
- 22) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.

- 23) Received complaint about new power poles at Hershey and Jumer causing a sight obstruction. Visited site to review. Contacted Ameren to discuss poles. Ameren agreed at least one of the poles may not be necessary; they are reviewing internally. **Poles are supports for the end of large overhead power lines and unable to be relocated. Item Considered Closed.**
- 24) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to contractor for an estimate to install; waiting for price.
- 25) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.
- 26) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Visited site for preliminary evaluation. Need to contact requestor and discuss further.
- 27) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 28) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.
- 29) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 30) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance. **Sign approved, need to complete work order for sign installation.**
- 31) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school. Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Need to determine options for increased signage, if any.
- 32) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the

- Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at “T” intersections in the neighborhood area. **Stop Signs in neighborhood approved, need to complete work order for sign installation.**
- 33) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.
- 34) Received request for school crossing guard at Irving. Completed data gathering, working on analysis.
- 35) Received request for curb painting at Summerfield and Hershey. **Notified requestor that yellow curb painting is considered a traffic control device and cannot be used simply to make the curb more visible. Reviewed intersection and ensured all streets lights are functioning adequately. Item Considered Closed.**
- 36) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.
- 37) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove (“T” intersection). **Sign approved, need to complete work order for sign installation.**
- 38) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 39) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.
- 40) Received request for removal of accessible parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 41) Received notification of missing street name sign at East Street and Empire. Contacted requestor, need to evaluate location for new sign. Work Order submitted 9/4/19. Need to verify completed.

- 42) Received request for removal of accessible parking spot on 600 block of W. Chestnut due to person no longer there. Completed work order for removal and verified completed. Need to update City Code.
- 43) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. **Signs approved, need to complete work order for sign installation.**
- 44) Received request to remove “End of School Speed Zone” signage on Center Street between Mulberry and Locust since Central Catholic moved many years ago and signs are no longer needed. Reviewed location: signage remained after the High School moved due to Corpus Christi school on the west half of this block. Met with the Principal and Facilities Manager and confirmed there are no longer school activities being held at the old location. Need to put together a work order for the removal of the school zone signage. **Submitted request for sign removal to IDOT. Item Considered Closed.**
- 45) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Letters notifying residents of the potential removal of parking on the north side, including the cul-de-sac, and requesting comments were hand delivered on 4/3/19. Vote was not supportive of restricting parking. Need to review for adequate turning room in cul-de-sac for garbage trucks.
- 46) 2/21/19 – Received request for “Deer Crossing” warning signs on W. Washington Street between Caroline and I-74 after witnessing 5 hit deer within the last year and seeing a large heard of deer several times along the road.
- 47) 2/25/19 – Received a request to limit the parking along Williamsburg Drive. Discussed with requestor: sight issues pulling out of daycare. Sign crews replaced faded signs, work order completed for additional sign restricting parking immediately north of the daycare exit. Verified signs for new parking restriction installed; will monitor until Sept 15, 2019. **No complaints or reports of problems have been received as of 10/10/19. Change will be incorporated into City Code. Item Considered Closed.**
- 48) 3/5/19 – Received request for a Loading Zone on Mission Drive. Visited site to review with requestor. Completed work order for sign and markings to add a Loading Zone in this area. Verified work completed. Will monitor until 10/15/19; if no issues, will update Code.
- 49) 3/7/19 – Received a request for stops signs at Maizefield Drive and Harbord Drive. Currently stop signs on Maizefield. Need to contact and clarify request.
- 50) 3/12/19 – Received a complaint about speeding on Woodruff from Colton to Linden and on Linden. Will evaluate for traffic calming.
- 51) 3/13/19 – Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the Nestle plant. An employee inadvertently

- pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. IDOT informed that they will not replace the visual barrier panels. Fence too short to adequately block view of traffic on the interstate that drivers are confusing for traffic on Beich Road. Original requestor asked for “Plant Entrance” sign on southbound Beich Road. Contacted IDOT about planting trees in the I-55 right of way to create visual barrier, waiting on response.
- 52) 3/24/19 – Received a request for a new street light at an entrance on the 500 block of E. Bell Street and for a stop or yield at the curve from S. McLean to E. Bell. Notified requestor that stop/yield sign not appropriate since there is no intersection and lighting of an entrance/doorway is the responsibility of the property owner. Verified there is an existing light at this corner that is completely blocked due to an overgrown tree. Contacted Ameren about trimming the tree. **Ameren indicated that it would be the City’s responsibility to trim around a street light. Need to complete work order for Parks.**
- 53) 3/25/19 – Received request for removal of accessible parking spot at 107 Packard St. due to person no longer living there. Verified spot is no longer needed. Completed work order for removal and verified removal completed. Need to update City Code.
- 54) 4/9/19 – Received a request to evaluate the parking in front of 613 E. Mill Street (corner of Mill and Evans intersection) to allow garbage trucks to be able to turn without running over the curb and sidewalk. Reviewed in field and confirmed narrow streets combined with allowed parking cause garbage trucks to have to drive over curve and sidewalk ramps (less than 2-year-old ramp is now severely cracked). Need to complete work order to restrict parking in front of 613 E. Mill Street and modify City Code.
- 55) 4/10/19 – Received request for additional lighting on Orchard. Evaluated existing street lighting: fixtures are older style, submitted request to Ameren to upgrade to newer, brighter, LED heads. Will evaluate further once upgrades are complete.
- 56) 4/12/19 – Received a complaint about speed on Vladimir and motorcycles and mopeds driving on the sidewalks.
- 57) 4/22/19 – Received a request for No Parking signs to be posted in North/South Alley adjacent to 504 E. Locust. Vehicles from apartment building park in alley rather than the building’s parking lot and block the driveway.
- 58) 4/30/19 – Received request for “Deer Crossing” warning signs by 1608 Six Points Road. Deer regularly cross in this location.

- 59) 5/2/19 – Received concern about speeding in the alley between White Place and Constitution Trail north of Empire. Requested increased speed limit signage, No Through Traffic signage and speed bumps.
- 60) 6/7/19 – Received request for stop signs at Shaunessey/Casey and Shaunessey/Connemara. **Signs approved, need to complete work order for sign installation.**
- 61) 6/12/19 – Received request for removal of accessible parking spot at 506 E. Douglas due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 62) 6/25/19 – Received request to limit parking on one side of the street on Forrest between Cottage and the dead-end west of Hinshaw. Letters notifying residents of the potential removal of parking and requesting comments to be written and delivered. After receiving resident feedback, a determination will be made on whether to implement the parking restriction. **Street currently under construction, waiting until complete.**
- 63) 7/10/19 – Received request for accessible sign and markings at 604 W. Chestnut. Requestor submitted required paperwork; Work orders for sign and pavement markings submitted to crews; Need to verify when complete and update City Code.
- 64) 7/30/19 – Received complaint about large number of vehicles traveling down Maysel St. (dead end) only to turn around at the end and speed back out. Requested additional or more visible dead-end signs.
- 65) 8/8/19 – Received complaint about speeding on Baywood east of Towanda Barnes. Requested additional speed limit sign or relocation of the existing sign further from the intersection to be more visible.
- 66) 8/11/19 – Received report of missing speed limits signs along Towanda Avenue between Empire and Vernon. Investigated and found one sign missing. Need to completed work order for replacement and evaluate if additional signs are needed.
- 67) 8/11/19 – **Received request for lower speed limits and Children Playing signs on Northway, Vista, Garfield & Bradley.**
- 68) 8/16/19 – Received report of several missing signs and broken posts Ireland Grove Road. Reviewed and determined missing signs. Need to submit work order for replacement.
- 69) 8/19/19 – Received request for stop or yield signs at Piney Run and Fiddlestix. **Sign approved, need to complete work order for sign installation.**
- 70) 8/20/19 – Received report of missing No Parking signs on north side of Beecher between Main and East. Verified missing signs and notified sign crew for replacement. **Confirmed completed. Item Considered Closed.**

- 71) 8/20/19 – Received request for No Parking signs on south side of Beecher between Main and East by mid-block driveway.
- 72) 8/22/19 – Received complaint of speeding on Vladimir between Gill and Rainbow and requested traffic calming.
- 73) 8/22/19 – Received request for all-way stop control at Allin and Monroe and additional One Way signage due to drivers traveling the wrong way on Monroe (It's one way westbound).
- 74) 8/24/19 – Received letter with concerns from Wood Hill Towers related to pedestrian safety at the Main/MacArthur and Main/Wood intersections. **Responded addressing most concerns, need to contact IDOT about potentially modifying pedestrian crossing times.**
- 75) 8/26/19 – Received request for high visibility cross walk and “Playground” warning signs on Ridgescreek Drive at Scogin Creek Road/Grey Fox Trail.
- 76) 9/10/19 – **Received complaint that all left turn lanes at Hershey and Empire intersections go straight from green arrow to red arrow and need green “yield to oncoming traffic” signal.**
- 77) 9/13/19 – Received notification of missing parking signs on Seville. Need to verify signs are missing and complete work order for replacement.
- 78) **NEW:** 9/16/19 – Received notification of lack of a stop sign at the corner of Allin and Monroe going towards Mason. Lots of kids play in this area and cars drive too fast.
- 79) **NEW:** 9/16/19 – Received request to evaluate Yotzonot between Eastport and Christopher Way for traffic calming.
- 80) **NEW:** 9/19/19 – Received request to evaluate Woodruff and Linden by David Davis for traffic calming.
- 81) **NEW:** 9/19/19 – Received request for changing Grove and Gridley to an all-way stop. Completed data collection, starting all-way stop warrant evaluation.
- 82) **NEW:** 9/24/19 – Received notification that street name sign at Lake Shore and Northpointe is unreadable. Need to complete work order for replacement.
- 83) **NEW:** 9/27/19 – Received request to remove stop sign at Towanda Crossing and the Frontage Road along the north side of Empire. Need to collect traffic data and see if it's still needed with decrease in traffic in that area.
- 84) **NEW:** 9/29/19 – Received request for changing Grove and Gridley to an all-way stop. Completed data collection, starting all-way stop warrant evaluation.

- 85) **NEW:** 9/29/19 – Received request for changing Allin and Oakland to an all-way stop.
- 86) **NEW:** 10/1/19 – Received complaint of speeding on Broadmoor.
- 87) **NEW:** 10/3/19 – Received request for traffic signal or 4-way stop at Old Jamestown Road and Airport Road. Responded that the intersections through that section of Airport Road will be evaluated once the development between Empire and Cornelius is complete. Item Considered Closed.
- 88) **NEW:** 10/10/19 – Received request for newer and additional speed limit signs on Sunset, also warning signs for horse and buggy, children playing or “slow area”

3. STAFF RECOMMENDATION:

Staff submits the above information to the Commission. Any comments or feedback is appreciated.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer