AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, MAY 15, 2018 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT
A public comment period not to exceed thirty (30) minutes will be held during each Board and Commission meeting, as well as all regularly scheduled City Council meetings, Committee of the Whole meetings, meetings of committees and/or task forces (hereinafter "committees") created by the City Council, work sessions, and special meetings of the City Council. Nothing herein shall prohibit the combination of meetings, at which only one public comment period will be allowed.

Anyone desiring to address the Board, Commission, Committee or City Council, as applicable, must complete a public comment card at least five (5) minutes before the start time of the meeting. Public comment cards shall be made available at the location of the meeting by City staff at least 15 minutes prior to the start time of the meeting. The person must include their name, and any other desired contact information, although said person shall not be required to publicly state their address information. If more than five individuals desire to make a public comment, the order of speakers shall be by random draw. If an individual is not able to speak due to the time limitation and said individual still desires to address the individuals at a future meeting of the same type, said individual shall be entitled to speak first at the next meeting of the same type. (Ordinance No. 2015-46))

4. MINUTES: Review and approve the minutes of the April 17, 2018 regular meeting of the Bloomington Transportation Commission.

5. REGULAR AGENDA
A. **TC-2018-03:** City Pavement Marking and Crosswalk Policy Review
B. **Information:** April Citizen Comments/Complaints Summary
C. **Information:** IDOT Route 9 Phase I Study Update

6. OLD BUSINESS
A. Legal Department Brief Presentation on Role and Duties of the Commission
B. 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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Government Center
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Phone: (309) 434-2225 ; Fax: (309) 434-2201; E-mail: traffic@cityblm.org

MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, APRIL 17, 2018 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

MEMBERS PRESENT: Ms. Angela Ballantini, Ms. Jill Blair, Ms. Maureen (Reenie) Bradley, Ms. Katherine Browne, Mr. Michael Gorman, Ms. Elizabeth Kooba

MEMBERS ABSENT: Ms. Kelly Rumley

OTHERS PRESENT: Mr. George Boyle, City Attorney; Mr. Jim Karch, Director of Public Works; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; and several members of the public.

1. CALL TO ORDER: Mr. Gorman called the meeting to order at 4:01 pm.

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

3. PUBLIC COMMENT:
No Public Comments were heard.

4. MINUTES: Reviewed and approved the minutes of the March 20, 2018 regular meeting of the Bloomington Transportation Commission. Ms. Bradley motioned to approve the minutes. Ms. Ballantini seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

5. REGULAR AGENDA: No Items

6. OLD BUSINESS:

A. Commissioner Question Follow-up: Status of Alley between Taylor and Olive

Mr. Allyn indicated that there was a question regarding the Alley between Taylor and Olive, Allin and Morris, known as Lang's Alley, during one of the previous Code Updates. The current reading of the City Code in the section prohibiting through traffic section implies that no traffic is allowed on the alley. Staff reviewed previous documents to determine intent. It appears that the original intent in 1977 was to restrict through traffic rather than all traffic in response to requests from citizens living along the alley at the time to close the alley completely. It is currently not signed with any restrictions so there is currently a discrepancy between the Code and the in place signage. We have not received any complaints or comments on the alley in the past number of years. Staff we re-evaluate and likely update the code to match the current signed condition rather than add signage to satisfy the request from approximately 40 years ago. If complaints are received in the future regarding closing the alley to traffic, we'll respond appropriately at that time. Staff will also be looking at the Code language in this section to clarify the overall intent.

Mr. Gorman asked about the phrase, "it shall be illegal for any person to drive…" used often throughout the Code. Does this language need to be updated to include autonomous vehicles to remove a potential loophole? Mr. Allyn agreed this is a great point that will likely need to be addressed sooner rather than later given recent pace of technology advancements. Staff has not discussed specifically updating the code to address future use of autonomous vehicles, but one solution could be to add a simple definition along the lines of "reference to persons driving a vehicle shall include autonomous vehicles" rather than updating all mentions through the Code.

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Ms. Bradley mentioned that at this particular location – and there may be more on the other restricted blocks listed in the code – there are residents whose only garage access is from this Alley. There could be a number of situations that will need to be addressed and the wording could get complicated. Mr. Allyn indicated that the likely clarification (to be reviewed and approved by the legal department) would be to reference Chapter 29: Section 201 (a) in each subsection. Section (a) allows travel on a block only to people accessing property on that particular block. This would restrict through traffic without restricting access to properties. The final wording will come back to the Commission in a future Code update.

B. Commissioner Question Follow-up: Implementing Parking Restrictions at Bus Stops

Mr. Allyn indicated that there was a previous question regarding creating tow-zones at regular bus stops in addition to the specific locations listed in Code such as for the transfer area on Front Street where buses are sitting for longer periods. Staff contacted Connect Transit to see if they have had any issues with parked cars at bus stops. Connect Transit indicated that that have not had problems at the bus stops on the routes around town. The bus drivers are able to negotiate around any cars that may be parked. They will let us know in the future if issues arise for which towing rights would be advantageous and we will move forward if needed at that time.

7. NEW BUSINESS:

A. Information: March Citizen Comments/Complaints Summary

Mr. Allyn indicated a summary of the complaints/comments received since March 1 was provided in the agenda packet. This list is typical of what we receive each month, both in number and types of complaints. Mr. Allyn requested feedback on the format and level of detail provided. More details were provided this month to show the Commission typical responses to help built a trust level with the Commission that Staff is responding appropriately. Mr. Gorman asked what level of detail Mr. Allyn would like to provide to decrease time spent on this task. Mr. Allyn felt that a simple one-line summary could be appropriate and reminded everyone that all decisions of significance involving changes would be coming before the Commission as part of Code updates. Mr. Allyn also indicated that when a decision is made by Staff that is not in the favor of the requested, the written response explains the decision and includes the following language:

> "We realize that this is not the response you were hoping for when you submitted this request and you may disagree with this decision. If you disagree with the Staff's decision, you may submit a request in writing to the City Traffic Engineer to appeal the decision to the City of Bloomington Transportation Commission. Please submit this request for appeal to Mr. Philip Allyn at 115 E. Washington St., Bloomington, IL and indicate your points of disagreement. If we do not received an appeal request within 60 days, the case will be closed"

This informs people that there is process available to appeal to the Commission if they disagree with the outcome or response.

Ms. Bradley thought the summary was very helpful based on the previous month's discussion, but wasn't sure that the level of detail provided was needed. Several of the items were very routine (insurance request, question related to how the traffic signals work). Non-route items are of more interest to the Commission. She tends to agree with the short turn lane situation on Washington at Mercer. If the homeowners have an issue, staff has looked into the request and all are happy with the outcome, or if the matter is routine, we maybe don't need this much detail if it means taking time away from Staff's other duties.

Mr. Gorman indicated that these could be separated into two groups: requests for information and requests for modifications. He is more interested in the requests for modifications. He wants to know the requested changes and the general response. Mr. Allyn asked if the Commission even wanted to hear about the requests for information. Mr. Gorman and Ms. Bradley indicated no.

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As an illustration, Mr. Allyn expanded on the Dunraven request for a parking restriction along the west side of the street. When this request was made, Staff thought there was good potential for a split preference among the residents since the parking is widely used. With mixed feedback, staff anticipated bringing this request to the Commission. However, once the results of the resident poll were received, there was only one response opposed to the parking change. Since there was general concurrence with the change, Staff implemented the change rather than bringing it to the Commission. However, this could have been an example of a controversial situation when Staff would proceed to the Commission for assistance with a decision rather than just making the decision.

Mr. Gorman confirmed that there was not a motion for approval needed. Mr. Boyle confirmed that the item was just presented for feedback. Mr. Gorman mentioned he appreciated this level of detail and thought that a shorter summary of the larger items may not be sufficient. Mr. Allyn added that there would obviously be the opportunity for Commission members to ask for an expansion of detail on any of the items to be provided verbally at the meeting.

Mr. Boyle indicated that the Legal Department would be providing next month a short summary on Legal's construction on the ordinance and the role of the Commission. We need to make sure that the powers being adopted by the Commission are properly based as we work to refine the role of the Commission.

B. Information: Potential Jefferson Street Modifications (Center to Main)

Mr. Allyn indicated that the City Council and Staff are discussing potential changes to Jefferson Street specifically and the larger Downtown in general coming out of the Downtown Task Force Report. One such recommendation is to transition from a Street-Sidewalk model to a shared space model in the Downtown core and look at how our streets and right-of-way areas are used. Council had a discussion with Staff last night on this recommendation. There are lots of different options. The question was pertaining to spending money resurfacing this street now or if the money should be shifted to other areas if the intent was to reconstruct this block into a more pedestrian-focused area. The general direction received from Council was to overlay this block of Jefferson as part of this year's annual resurfacing since it is in dire need of resurfacing. However, there may be more discussion coming over the next months and maybe years of what the downtown streets should look like moving forward.

Mr. Gorman asked for a high-level overview of the proposal is for this year that Council approved last night. Mr. Allyn indicated that the work would be typical of the other resurfacing we have been doing around town and include milling and overlaying with asphalt and sidewalk curb ramps would be replaced when out of compliance. We are also looking into constructing sidewalk bumps outs in locations where practical in the downtown area similar to what was constructed at Main and Mulberry. Bump outs are also being constructed along Front Street. The Jefferson overlay work is planned from Lee to Prairie.

Mr. Gorman mentioned that the block of Jefferson between Center and Main has a short curb along the south side and asked if this was going to remain. Mr. Allyn indicated that this curb would remain and the pavement would be going back at roughly the same grade.

Ms. Bradley asked why curb bump outs were planned. Mr. Allyn indicated that the bump outs would shorten the crosswalk lengths making it easier and safer for pedestrians to cross the street. The downside is that it does make it more difficult for larger cars and trucks to turn. They also add a positive aesthetic benefit with additional landscaping. All bump outs will be limited to the corners so there will not be loss of parking along the block. There may be a loss of a single parking space at some of the corners. Mr. Gorman added that the bump outs also help the slow vehicles in the downtown areas where speeds should be lower and help remind drivers to stop at stop signs.

Ms. Bradley asked if the intention was to shut down the block of Jefferson between Center and Main to vehicle traffic. Mr. Allyn indicated that is something still to be worked out. There was a recommendation

from the Downtown Task Force to convert this block into a shared use space. There are many examples of what this could look like. It is possible this could mean only pedestrians/bicycles or maybe just a widening of the sidewalks or something in between. Over the next year or two, this block will be looked at closer and a direction will be determined. It is still very early in the process. There will be an element of public outreach, likely during which this Commission becomes involved as well. Funding needs to be determined if there is a large change.

Ms. Bradley indicated that closing the street to vehicles would not be bad to create a larger usable area. There would be some loss of parking, but it should not greatly impact traffic flow and could be a benefit. Mr. Allyn mentioned that it is currently closed for the Farmer's Market and we agreed it would not be overly problematic to close the street. There is still a lot of work to be done, not the least of which is to discuss with the businesses on this street. Ms. Bradley mentioned it makes more sense to eliminate vehicle traffic rather than a shared car/bike/pedestrian use, but that is a discussion for later. It is not that different that closing Beecher Street by Wesleyan. Mr. Allyn also mentioned Fulton Street in Peoria just down from City Hall, which was closed a number of years ago. He also mentioned that one of the criticisms of converting to pedestrian-only is that unless there is already a large number of pedestrians to use it, it does not always attract like you think it would. For example, Peoria has been discussing the last couple years about re-opening that same block of Fulton. The current trend around the country is to start converting these pedestrian only blocks into a shared use space model. There are lots of options that will be worked out in the upcoming months.

8. COMMISSIONER COMMENTS:
Ms. Bradley mentioned that she is hearing a lot of positive comments about the current resurfacing on Center and Clinton through town. The complaints have always been about those streets and it is great to get them paved. Mr. Allyn indicated that the City has been discussing with the higher levels at IDOT about how terrible those roads are and it is good to see them getting addressed. IDOT had some end of year emergency funds become available that they were able to use. They are not upgrading sidewalk curb ramps. It is not a complete fix, as it is just a mill and overlay, but it should give a good driving surface for the near future. Mr. Gorman asked how long the resurfacing should last. It is necessary, but not a real fix and a most extensive project is still not listed IDOT's 5-year plan. Mr. Allyn indicated that he was not sure of most of the design details, but it appeared to be a minimal overlay that would be more of a band-aid than a fix. It is similar to the Center Street resurfacing that was done around 2009-2010 that is now needing resurfaced again. The currently resurfacing could be expected to have a similar life.

Mr. Allyn mentioned that everyone should have received an email from the County about completing a Statement of Economic Interest form. Please let him know if you have not received this email. It needs to be completed to identify potential conflicts of interest. There is a $15/day penalty if forms are not submitted by May 1st, a $100/day penalty if forms are not submitted by May 15th, and you are removed from the Commission if not submitted by May 31st. Mr. Gorman mentioned that he received an email with regard to being on the Regional Planning Commission, but not the Transportation Commission. Mr. Allyn indicated that he should list both positions at the top, but that only one form needs to be submitted. Mr. Boyle indicated that if anyone has questions, please do not hesitate to reach out to the City Legal Department for assistance.

8. ADJOURNMENT: The meeting adjourned at 4:40 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Browne.

Respectfully,

Philip Allyn
City Traffic Engineer

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CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
May 15, 2018

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2018-03	City Pavement Marking and Crosswalk Policy Review	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted for review by the Transportation Commission. Any feedback or comments are welcome and will be used to develop an updated policy (if required) to be brought back at a later meeting.	

STAFF RECOMMENDATION: Approval
Staff submits the following information to the Commission. Any comments or feedback is appreciated.

1. ATTACHMENTS:

a. **Current Pavement Marking Policy Document**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The attached document was created during the 1990's and periodically updated until Staff reductions occurred in 2011. Staff feels this is a good time to review the policy for potential updates and gain concurrence by the Commission. The following items are currently in the process of review by Staff for potential review/updating:

1) Where appropriate, addition of references to guidance documents such as the City's Complete Streets Ordinance or Bicycle Master Plan, the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and/or *Urban Bikeway Design Guide*, Institute of Transportation Engineers (ITE) Guide *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach,* American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* and/or *Guide for the Development of Bicycle Facilities* or other similar documents.
2) Verify references to the MUTCD and the Illinois Vehicle Code are current.
3) Expand policy on the use of edge lines on rural section roads (shoulders rather than curb and gutter).
4) Review Bicycle Lanes section for conformance with the City Bicycle Master Plan and current design guidance.
5) Miscellaneous minor formatting and punctuation revisions.

As part of this process, Engineering Staff will also be contacting other City departments to solicit feedback on areas pertaining to their department. For example, the sections discussing markings

pertaining to parking restrictions and/or parking spot delineation is being discussed with the Facilities Department that is responsible for downtown parking enforcement with the goal of increasing ease of parking enforcement.

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

CITY OF BLOOMINGTON
PAVEMENT MARKING POLICY

Laws Concerning Traffic Control Devices

The Federal Highway Administration approved and issued the 2003 edition of the "Manual on Uniform Traffic Control Devises for Streets and Highways" as a national standard for all highways open to public travel.

Pursuant to the provisions of Section 11-301 of the Illinois Vehicle Code the Illinois Department of Transportation adopted this manual as the official manual for a uniform system of traffic control devices for the State of Illinois.

Section 11-301 of the Uniform Vehicle Code contains the legal authority for the manual. The responsibility for the erection and maintenance of traffic control devices for local roads and streets is established in Section 11-304 and reads as follows:

> "Local traffic-control devices. Local authorities and road district highway commissioners in their respective maintenance jurisdiction shall place and maintain such traffic control devices upon highways under their maintenance jurisdiction as are required to indicate and carry out the provisions of this Chapter and local traffic ordinances, or to regulate war, or guide traffic. **All such traffic control devices shall conform to the State manual and Specifications and shall be justified by traffic warrants stated in the manual.** Placement of traffic control devices on township or road district roads also shall be subject to written approval of the County Superintendent of Highways."

Policy on Pavement Marking Requests

It is the policy of the City of Bloomington to accept requests for additions, deletions and modifications to pavement markings maintained by the City. All requests will be evaluated using our City of Bloomington Pavement Marking Policy, State and Federal Standards and accepted engineering practice. **All** such requests must be made in writing and directed to the Director of Engineering and Water or his duly appointed representative. Requests received through phone calls will not be evaluated unless it is deemed that they constitute an immediate safety hazard. Any party submitting a letter of request will be notified as to the disposition of the request after the evaluation is completed. Every attempt will be made to grant requests or to provide a satisfactory answer to requesting party.

Requests for modifications in the type or location of school crosswalks or other school area markings must come from the appropriate school officials or the PTA/PTO for that school. Requests from other individuals will be referred to school district officials.

Pavement Marking Applications

The function of pavement marking is to promote the proper control of vehicular, bicycle, and pedestrian traffic. These markings serve to regulate, guide, and channelize traffic into the proper position on streets, roads and highways. Also they may supplement the regulations or warnings of other traffic control devices.

Pavement markings serve as a psychological barrier for opposing streams of traffic, as a regulatory device for restricted passing sight distances, and as information for turning movements, special zones, etc.. As an aid to pedestrians, the pavement markings channelize movement into locations of safest crossings and, in effect, provide for an extension of the sidewalk across the roadway.

Pavement markings have definite limitations. They are obliterated by snow, may not be clearly visible when wet, and may not be very durable when subjected to heavy traffic. In spite of these limitations pavement markings have the advantage, under favorable conditions, of conveying warnings or other information to drivers without diverting their attention from the roadway.

Center Lines

Center lines will be provided on all hard-surfaced roadways providing they meet the following criteria:

1) The traffic volume on the street must be at least 500 VPD ADT unless a special condition exists.
2) The resulting lane widths should be at least 11' wide.

As a minimum, center lines should be provided as outlined in Section 3B-1 of MUTCD.

Center lines are typically 4" wide lines on low to intermediate volume streets with 30 MPH speed limits. Six inch wide lines may be used on high volume high speed or multi-lane roadways. Center lines are normally broken at all cross intersections. At "TEE" intersections center lines are normally painted through the intersection unless the location is controlled by a traffic signal or an ALL-WAY STOP. Center lines that are painted on streets with low speed limits are intended for alignment purposes not for the establishment of "No Passing Zones".

Double Yellow Center Lines

A double yellow center line may be either a double line consisting of a skip dash line and a solid yellow line where passing is prohibited in one direction or a solid double yellow line where passing is prohibited in both directions. Double yellow centerlines are typically 4" in width with a 4" gap between the lines. These dimensions may be increased to 6" wide lines with a 6" gap at high speed or high volume locations. The marking of "No Passing Zones" is discussed in Sections 3B-3, 3B-4, and 3B-5 of the MUTCD, and is authorized by Section 11-707 of the Illinois Vehicle Code. The evaluation and marking of "No Passing Zones" will be done in accordance with Chapter 7, Sec. 401.4 of the Bureau of Traffic Policies and Procedures Manual.

Other Guidelines

1) Double Yellow center lines painted on two-way two lane low speed streets are used to suggest where passing may not be safe.
2) Double Yellow center lines should be used for the last 75' on the approach to a stop sign.
3) A Double Yellow center line should always be used adjacent to any left turn bay. The Double Yellow line should start at the beginning of the left turn taper and should continue to the end of the turn bay.

Skip Dash Center Lines

Skip Dash center lines are used to separate opposite traffic flows on two way streets where passing is permitted. Center lines on two way two lane streets with a speed limit of 30 MPH or less are typically skip dash. On roadways where the speed limit is 30 mph or less the painted to non-painted dimensions should be 8' to 24'. This ratio should be maintained but the painted area should increase to 10' and the non-painted length to 30' on high speed streets. Line widths are typically 4" on lower volume low speed streets. Six inch wide lines should be used on high speed, or high volume roadways.

Lane Lines

Lane lines separate lanes of traffic traveling in the same direction. Lane lines should be provided as outlined in Section 3B-2 of the MUTCD. Lane lines are normally skip dash white lines, which permit lane changing. The lines should consist of a 8' stripe and a 24' gap on low speed roadways. These dimensions should be increased to a 10' stripe and a 30' gap on all high-speed roadways. Lane lines are normally 4" in width. This width should be increased to 6" in high volume locations and on the approach to an intersection. Lane lines are not normally painted through cross intersections. In most cases, lane lines should be painted through "TEE" intersections.

Other Guidelines

1) Lane lines should not be used unless lane widths are at least 10' in width. Under unusual conditions 9' wide lanes can be marked for a short distance.
2) A 6" wide solid lane line should be used to designate lanes on any multi-lane approach to a stop sign or traffic signal where lane changing is discouraged. This width may be increased to 8" on high volume/high speed roadways. This line should be the length of the adjacent turn lane or a minimum of 75'.
3) Lane lines may be painted on streets that are multi- lane during peak periods and reduced in number of lanes by allowing parking during off-peak periods.
4) A double solid white line shall be used where lane changing is prohibited.

Edge Lines

Pavement edge lines provide an edge of pavement guide to motorists. They have a unique value as a visual reference for the guidance of drivers during adverse weather and visibility conditions. Edge lines are normally 4" in width and should be painted on all uncurbed roadways that are at least 20' in width. The width of edge lines may be increased on curves and where additional emphasis is needed. Edge lines should not be painted unless a center line has been painted except where a hazard exists adjacent to the edge of the roadway. Edge lines may be painted in curb & gutter sections where additional emphasis is needed. Section 4-405 of the Illinois Highway Code outlines the statutory requirements for edge lines.

The right Edge Line should be broken at intersections unless the location is on a curve and it is felt that alignment is necessary through this area. At these locations they may be painted intermittently. Edge lines shall be broken at all signalized intersections and at all side streets controlled by stop signs. Left Edge Lines are normally painted adjacent to rumble strips and other types of raised medians. Edge Lines should be painted through all underpasses and bridge structures. The lines shall be white except on the left edge of each roadway of divided streets and highways, and one way roadways in the direction of travel, they shall be yellow.

Two way Left Turn Lanes

(Bi-directional Turn Lanes)

The marking of a two-way left-turn lane, as outlined in Section 3B-12 of the MUTCD, should be restricted to locations where operating speeds are 45 MPH or less. Diagonals should not be used in the median area but pairs of left turn arrows 16' apart should be marked in 200'- 300' intervals. A two- way left-turn lane should not be established unless the lane width is at least 11'.

Median Formed by Pavement Marking

Two double solid yellow lines shall be used to form continuous median islands where these islands separate travel in the opposite directions. Other markings in the median shall be yellow. When it is generally intended to prevent vehicles from driving in a flush median area, except for direct crossing, the median area should be marked with diagonal yellow lines. For additional information on diagonal lines see Section 7-401.19 of the Bureau of Traffic Policies and Procedures Manual. Where the median widths are such that two double yellow lines cannot be accommodated as outlined in Section 3B-10 of the MUTCD, one double yellow line may be used, but the distance between the lines should not exceed 16".

Bicycle Lanes

Bicycle lanes may be designed as part of a roadway and marked as follows:

1) Lanes should be a minimum of 4' in width not including the gutter.
2) Lanes should be separated from the traffic lanes by a solid 6" or 8" wide line.
3) Lanes should be one way in the direction of traffic flow in the adjacent lane.

4) Lanes should be marked with a 6' long diamond, 20’ gap, 4' long bicycle symbol, 6' gap followed by a 6' straight arrow. This series of markings should begin 2' past the far side crosswalk at each intersecting street. Additional series of markings may be placed a mid-block locations in long blocks or where additional emphasis is needed.

Bicycle lanes should not be established unless parking is prohibited at all times on both sides of the street, and a minimum lane width of 11' can be established on the street.

Stop Lines

Stop Lines are 24" wide and are located 4' in advance of the crosswalk and are perpendicular to the center line. In absence of a marked crosswalk, the stop bar should be placed 4' from the nearest sidewalk line. A stop line should never be placed any closer than within 4' of the edge of the intersecting roadway. Stop lines should be marked at all signalized and multi-way stop locations and should always extend across all approach lanes. Stop Bars should also be painted at the following locations:

1) All uncontrolled Adult Crossing Guard locations.
2) At stop controlled intersections on the stop approach if the cross street has a center line.
3) At any stop controlled intersection where a crosswalk is painted crossing the stop approach.
4) At other locations deemed necessary for safety reasons.

Crosswalks

Crosswalk markings at signalized intersections and across intersection approaches on which traffic stops, serve primarily to guide pedestrians in the proper paths. Crosswalk markings across roadways on which traffic is not controlled by traffic signals or stop signs must also serve to warn the motorist of a pedestrian crossing point. A crosswalk should consist of 2-6" wide lines that are parallel and 6' apart. Crosswalks should only be painted at the following locations:

1) At all approved school crossings
2) At all signalized intersections equipped with pedestrian signal heads.
3) At all intersections within the Central Business District.
4) At other approved high pedestrian volume locations.
5) At locations where a specific hazard exists.

Crosswalk lines should not be used indiscriminately. An engineering study is required before crosswalks may be installed at locations away from traffic signals or stop signs. Midblock crosswalks should not be allowed.

High Visibility Crosswalks

For added visibility, the area of the crosswalk may be marked with white longitudinal lines. This type of marking is intended for use at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired or at places where a pedestrian crosswalk may not be expected. These High Visibility Crosswalks consist of 2-6" wide parallel lines located 6 - 10' apart, with 1' wide longitudinal lines located on 3' centers. High Visibility crosswalks used to mark locations where multi-use trails cross streets should be the width of the paved trail surface or 10' whichever is greater. High Visibility crosswalks may also be used for additional emphasis where multi-use trails cross high volume commercial driveways.

High Visibility Crosswalks should be painted at the following locations:

1) At all adult crossing guard locations.
2) At other school crossing locations that are not protected by stop signs.
3) At all midblock pedestrian crossings.
4) At all multi-use trail crossings.
5) At other locations where additional emphasis is needed.

Lane Alignment Markings

Lane alignment markings are used to help guide the motorist through an intersection where the lane alignment is poor or where multiple turn lanes are used. Lane alignment markings are 6" wide and are a 2' stripe with a 4' gap for low speed applications. This spacing may be increased to a 2' stripe with a 6' gap for high speed applications. Where a greater degree of restriction is required, as in a exclusive right turn lane, a solid lane line may be used. These markings may be either yellow or white, depending on whether they separate adjacent or opposite directions of travel. These type of markings should be used at the following locations:

1) Where, through observance, vehicles have been shown to encroach on adjacent lanes.
2) Where exclusive turn lanes may be confusing to motorists.
3) As an extension to a solid lane line where a right or left turn lane is not fully shadowed.
4) Where offset, skewed, or complex multi-legged intersections cause confusion to motorists.

Symbols & Arrows

Arrows and Symbols can be useful in conveying information to the motorist. In urban areas symbols should be 6'in height (4' for bicycle symbol). Presently, the ONLY, RR Crossing, Bicycle, and School symbols are in use in our city. The ONLY symbol should be limited to locations where it is not obvious why the turning maneuver must be made.

The RR crossing symbol should be used at all crossings as identified in Part 8 of the MUTCD. The pavement markings should conform to Figure 8-2 on page 8B-4 of the manual. It should be noted that symbol markings are supplemental to signing and may be obscured by snow.

Turn Arrows

A minimum of one turn arrow should be used in every left turn lane or right turn lane. Turning lanes with a length of less that 50' should only have a single arrow marked in the lane. Turning lanes 50' - 100' in length should have 2 arrows, and turning lanes greater than 100' in length should have arrows spaced on approximately 75' intervals. The first arrow in a turn lane should be located 25'+/- from the stop bar. Turn arrows on the approach to non-signalized intersections should be spaced at 2-3 seconds of travel distance at the posted speed limit.

Straight Arrows

Straight Arrows should not be used unless there is a demonstrated problem with improper lane usage.

Combination Arrows

Combination Arrows need not be used unless it is felt that there will be driver confusion without there use.

Curb Marking

Curb marking serves the purpose of increasing the visibility of curbs, as well as providing a means of delineating the proper path around traffic islands. Marking curb or raised median islands usually consists of marking the nose of the island, plus three cycles of intermittent marking in the direction traffic is traveling. The intermittent marking will normally consist of a 16' marked section and a 8' gap. The remaining portions of the median island that are parallel to the direction of traffic flow need not be marked unless studies indicate a need for this kind of delineation or a need for increased visibility of the island. Curb openings in a continuous median island need not be marked unless individual study indicated a need for this type of marking.

Curbs forming a channelization island should be marked solid if the length of any side of the island is such that 3 cycles of intermittent painting cannot be obtained. Figure 7-N on pg 7-63 of the Bureau of Traffic Policies and Procedures Manual shows recommended curb marking for a channelized intersection. Curb marking should also be used where there is an alignment problem or where increasing the curbs visibility will increase the degree of safety at a location.

Curb Marking For Parking Restrictions

Yellow curb should also be used to indicate No Parking or Tow Away Zone areas. This type of marking should be used at the following locations:

1) At all Tow Away Zone locations.

2) In front of all midblock fire hydrants if parking is allowed on that side of the street.

3) Near alleys or driveways where vehicles have historically parked creating hazards. This type of marking should be used sparingly and must be accompanied by signing if enforcement is needed.

Yellow curb markings may also be used to indicate the limit of Statutory No Parking areas. This type of curb marking will consist of a 1' wide yellow area on the top and face of the curb, when used for this application. A typical used for this type of curb marking would be to indicate the 20' distance from a crosswalk, and the 30' distance from a Stop or Yield sign where the Statutory No Parking area begins. This type of marking will be for informational purposes and should only be used at locations where No Parking signs are not required.

Parking Space Markings

Parking Space markings should be white. The marking of parking space markings encourages orderly and efficient use of parking spaces where parking turnover is substantial and tends to prevent encroachment on fire hydrant zones, bus loading zones, passenger and freight loading zones, approaches to corners, clearance spaces for islands and other zones where parking is prohibited. Individual parallel parking spaces are typically 7' in width and 20' in length. A 4' gap should be provided every 2 spaces. Parallel parking spaces are typically marked with a 4" parallel line 7' from the curb with transverse markings at the end of each space. White curb markings 6" in width should be used on the left side of the street on one way streets to mark the limits of marked parking spaces in the Central Business District. These markings should conform substantially to those shown on Figure 3-16 on page 3B-26 of the MUTCD. Additional guidelines are shown below:

Guidelines

1) Parking spaces should only be marked in the Central Business District in Time Limited parking areas. Spaces may be marked in other high turnover Time Limited parking areas outside the CBD if warranted.
2) Parking spaces **will not** be marked in residential areas except for handicapped parking spaces.
3) Parallel parking spaces that are less than 19' in length should be designated as "Compact Car Only spaces".
4) Angle parking spaces may be painted on non-Federal Aid routes. These spaces should be the length and width necessary for the design angle. At no time should angle parking be marked if vehicles using these spaces require more than the adjacent traffic lane to pull into and out of the parking area. If more than one adjacent lane must be used for this maneuver than angle parking should not be considered. The spaces may only be marked for the direction of travel for vehicles in the adjacent traffic lane.

MINIMUM DESIGN STANDARDS FOR 45-DEGREE AND 60-DEGREE DIAGONAL PARKING.

Diagonal parking projects must meet or exceed the minimum dimensions indicated in the following design chart.

Parking Angle	Present ADT	Parking Stall Width (feet)	Parking Stall Depth (feet)	Distance Between Traffic Lane and Parking Stall (feet)	Length Along Curb (feet)
45 degrees	< 3000	9	20	2	12.7
60 degrees	< 3000	9	21	7	10.4
45 degrees	> 3000	9	20	14	12.7
60 degrees	> 3000	9	21	19	10.4

Maximum legal speed limit must be 30 mph.

At least two through-traffic lanes must be provided.

Provide a two-foot clearance from the face of the curb to fixed objects.

Handicapped Parking Markings

Handicapped parking spaces will be designated in the Central Business District and other commercial locations where warranted. In addition, handicapped parking spaces may be established in residential areas where off-street parking is not accessible and where on-street parking in the area is heavily used.

Handicapped spaces will comply with all current State and Federal standards and regulations. The length and width of all on-street parallel parking spaces will be the same as our city standard parking space dimensions.

Handicapped parking spaces should be located at the beginning or the end of the block to make use of curb ramps. Handicapped parking spaces located in residential areas should be located adjacent to driveway lay downs wherever possible to allow easy access to the sidewalk and to provide maneuvering room for the motorist. All spaces so designated shall have the International Handicapped Symbol marked in white in the center of the space.

PAVEMENT MARKING POLICY OBJECTIVES

The Illinois "Manual on Uniform Traffic Control Devices" (MUTCD) defines traffic control devices as all signs, signals, **markings**, and devices placed on, over, or adjacent

to a street or highway by a authority of a public body or official having jurisdiction to regulate, warn, or guide traffic.

The installation and maintenance of traffic control devices is one of the primary functions of the Engineering Dept, Traffic Engineering area. This policy is basically limited to the operational aspects of providing pavement markings as part of this responsibility.

The design and application of pavement markings shall be in accordance with the MUTCD, and in case of conflict with any part or parts of this policy the said MUTCD shall take precedent and shall govern.

CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
May 15, 2018

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Summary of Citizen Comments/Complaints Received in April, 2018	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 April 10 and May 10, 2018 or are updates of previous comments (additions to previous updates are **Bold-Underlined**:

1) Received request to increase parking restrictions on Lee at Chestnut due to lack of sight distance when turning from Chestnut to Lee. Called petitioner to discuss: He indicated the problem was both to north and south, and for both westbound and eastbound. Phil indicated parking currently is restricted via in-place signage: no parking on west side Lee to south all the way to Locust, no parking on east side Lee to south for ~100', no parking on east side Lee north for 80'. Parking on west side of Lee to the north is not currently restricted via signage, but City Code and State Statute restricts parking within 20' of the cross walk. We'll look into signing northwest side, but the rest needs enforcement by Police as restrictions are already in place. We'll notify the Police of the concern. He should call Police if cars are parked illegally. He indicated he has a co-worker who has similar difficulties with sight distance that he would have call me with additional information. **Received call from Ms. Kelley Luckey in late April who expressed concern that the sight distance obstruction is a combination of parked cars and existing trees. Will visit site for further evaluation.**
2) Received request from Dunraven Homeowner's Associate to restrict parking on west side of Glenbridge between Ballybunion and Dunloe. Letters were delivered to neighborhood requesting feedback on proposed parking ban on west side of street.

Responses received overwhelmingly favor restricting parking. Mailed letter to residents notifying them that the parking restriction would be put in place. Engineering will evaluate over next 90-120 days and incorporate into City Code provided there are no unintended consequences that arise. **Signs scheduled to be installed on or after April 24; no additional comments received to date.**

3) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Speed and traffic data to be gathered to evaluate request when weather and staffing allows.
4) Received request to remove a No Parking sign in front of a house and an old utility pole which no longer has any lines on it along the back of the property. Reviewed request: parking restriction required to allow room for school buses and garbage trucks to turn around (house is on the end of a street without a cul-de-sac). Currently verifying owner of the pole, believed to be Ameren about its removal. **Confirmed Ameren owned pole and contacted them about removal; also provided contact info to resident. Resident indicated school buses no longer use her street (child no longer school age) and garbage trucks use alley. Discussing further with internal staff on sign.**
5) Received comments relating to E. Washington Street needing to be resurfaced, bike lanes re-painted. Also commented that the right turn lane at Mercer is too narrow causing large back-ups. Responded indicating this section of Washington Street is scheduled to be resurfaced following upcoming underground sewer work, the Contractor has been contacted about repairing the markings that failed over the winter, and the lane widths will be evaluated when the street is resurfaced. The worst areas will be patched this spring to get it through until the resurfacing. Staff will verify that an intersection lane use sign placed last fall hasn't been damaged or removed. **Resident responded later indicated that the intersection lane use sign was still present.**

6) **NEW**: Received request to allow parking along the south side of Westport Court. Reviewed current restrictions and signing. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking changes.

7) **NEW:** Received request from multiple residents along the 1300 and 1400 blocks of Oak Street to restrict parking with a Tow Away Zone on both sides of the street from 6 am to 6 pm, Monday through Friday. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking ban.

8) **NEW:** Received request for handicap spot on 1200 block of Oak Street. Bill reviewing.

9) **NEW:** Received Request for a Street Light via phone call. No location or name provided. Message left on voicemail seeking additional information, no response yet.

10) **NEW:** Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and evaluate.

11) **NEW**: Received complaint of people driving down the alley between Van Schoick Street and Tanner Street west from Springfield Road and proceeding through a yard back to Van Schoick after the alley ends mid-block. Request for Dead End sign installed at Springfield Road.

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