

**CITY OF BLOOMINGTON
COUNCIL MEETING AGENDA
109 E. OLIVE
MONDAY, MAY 11, 2015 7:00 P.M.**

- 1. Call to order**
- 2. Pledge of Allegiance to the Flag**
- 3. Remain Standing for a Moment of Silent Prayer**
- 4. Roll Call**
- 5. Public Comment**
- 6. Recognition/Appointments/Presentations**
 - A. Oath of Office – Cherry Lawson, City Clerk.**
 - B. Oath of Office – Jay Tetzloff, Parks, Rec, Cultural Arts Director.**
 - C. Proclamation Declaring April 28, 2015 William C. Wetzel Day, presented by Tari Renner, Mayor to Bill Wetzel. (*Time 5 minutes.*)**
 - D. Proclamation Declaring May 17-23, 2015, to be Public Works Week, presented by Tari Renner, Mayor. (*Time 5 minutes.*)**
 - E. Proclamation Declaring May17-23, 2015 Emergency Medical Services Week presented by Tari Renner, Mayor. (*Time 5 minutes.*)**
 - F. Presentation of the EMS Gold Level Recognition Award to the Bloomington Fire Department presented by Art Miller, Mission Lifeline Director.**
 - G. Appointment of Mark Larsen to the Citizens Beautification Committee.**
 - H. Appointment of Ryan Huetten to the Cultural District Commission.**
 - I. Appointment of Memuna Lee to the Housing Authority Board.**
 - J. Reappointment of Laurel Schumacher to the Citizen's Beautification Committee.**
 - K. Reappointment of Terrence Koch to the Housing Authority.**
 - L. Reappointment of Barb Adkins to the Housing Authority Board.**
 - M. Reappointment of Catrina Murphy to the Japanese Sister City.**
 - N. Reappointment of Brent Moore to the Property Maintenance Review Board.**

- O. Appointment of the following individuals to the Downtown Signage Ad Hoc Committee; Tricia Stiller, Crystal Howard, Andrew Johnson, Russel Francois, Carl Teichman, Dave Park, Kyle Hamm, Tom Krieger, Beth Whisman, Vicki Tilton, Thom Jones.**
- P. Nuclear Powers Illinois Campaign, presented by Brett Nauman, Communications Manager Exelon Generations – Clinton Power Station. (Time 10 minutes. Presentation 10minutes.)**

7. “Consent Agenda”

(All items under the Consent Agenda are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member, City Manager or Corporation Counsel so requests, in which event, the item will be removed from the Consent Agenda and considered in the Regular Agenda, which is Item #8.

The City’s Boards and Commissions hold Public Hearings prior to some Council items appearing on the Council’s Meeting Agenda. Persons who wish to address the Council should provide new information which is pertinent to the issue before them.)

- A. Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015. (That the reading of the minutes of the previous Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 201; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015 be dispensed with and the minutes approved as printed.)**
- B. Bills and Payroll. (Recommend that the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.)**
- C. Appointments and Reappointments to Various Boards and Commissions. (That the Appointments be approved.)**
- D. Appointments to the Downtown Signage Ad Hoc Committee. (That the Appointments be approved.)**

- E. Review of Executive Session Minutes from 1995 – 2015. (That the Resolution be adopted.)**
- F. Request for Proposals (RFP) for Taxable Capital Lease. (That the RFP for Taxable Capital Lease be awarded to Commerce Bank in the amount of \$3.581 million, and the Mayor and City Clerk authorized to execute the necessary documents.)**
- G. Intergovernmental Agreements with the County of McLean and Town of Normal, Regulating Use of the Police Range Facility. (That the Intergovernmental Agreements with the County of McLean and Town of Normal be approved, in the amount of \$8,221.98 each, and the Mayor and City Clerk authorized to execute the necessary documents.)**
- H. Waive the Formal Bid Process and award Contract to Hastings Air Energy Control Inc. for installation of Vehicle Exhaust Systems in Fire Stations #2 and #6. (Waive the Formal Bid Process for the installation of Vehicle Exhaust Systems at Fire Station #2 and Fire Station #6 and award a Contract to Hastings Air Energy Control, Inc. of New Berlin, WI not to exceed \$120,000 and the Resolution adopted, and the Mayor and City Clerk authorized to execute the necessary documents.)**
- I. Approve Contract with Ear Booker Enterprises for the Bloomington Center for the Performing Arts (BCPA). (That the Contract with Ear Booker Enterprises in the amount of \$82,000 be approved and the Mayor and City Clerk authorized to execute the necessary documents.)**
- J. Suspension of Ordinances to Allow Consumption of Alcohol at Miller Park Pavilion on November 7, 2015. (That the Ordinance be passed.)**
- K. Application of Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., requesting a PAS liquor license which would allow the sale of all types packaged alcohol for consumption off the premises seven (7) days a week. (That an PAS liquor license for Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., be created, compliance with all applicable health and safety codes, verification of underground storage tank and gas pump removal, BASSETT certification, and a detailed floor plan.)**
- L. Text Amendment to Chapter 29, Motor Vehicles and Traffic. (Recommend that the Text Amendments to Chapter 29, Motor Vehicles and Traffic, be approved and the Ordinance passed.)**

8. “Regular Agenda”

- A. Bicycle Master Plan. (That the City of Bloomington Bicycle Master Plan be adopted.) Presented by Jim Karch, Director of Public Works. (*Time 25 minutes. Presentation 10 minutes, Q/A 15 minutes.*)**
- B. Proposed \$2.4 million Street Resurfacing Program for the 2015 Construction Season. (Informational.) Presented by Jim Karch, Director of Public Works. (*Time 25 minutes. Presentation 10 minutes, Q/A 15 minutes.*)**

- C. **Text Amendment to Chapter 6, Alcoholic Beverages and Chapter 38, Streets, Sidewalks and Other Public Ways of the City Code providing that holders of Class T (Tavern) liquor licenses located in the downtown area can have sidewalk café licenses and reducing the hours during which sidewalk cafes can open for service to the public from midnight to 10:00 p.m. (Recommend that the Text Amendment be approved.) (*Time 20 minutes. Presentation 5 minutes, Q/A 15 minutes.*)**
- D. **Resolution Establishing the Formation of a Budget Task Force Ad Hoc Committee. (*Time 20 minutes. Presentation 5 minutes, Discussion 15 minutes.*)**

- 9. City Manager's Discussion**
- 10. Mayor's Discussion**
- 11. City Aldermen's Discussion**
- 12. Executive Session - cite section**
- 13. Adjournment**
- 14. Notes**

PROCLAMATION

Declaring April 28, 2015 William C. Wetzel Day

WHEREAS, William C. Wetzel was appointed to the Bloomington Public Library Board of Trustees in 1972 and has served continuously on that Board for 43 years, making him the longest-serving Trustee in the Library's 121-year history as well as the longest-serving member of any board, commission, committee, task force or authority throughout the City of Bloomington's history; and,

WHEREAS, William Wetzel served on the Library Board both when the current Library at 205 E. Olive Street was constructed in 1977 and also during the 2005-2006 renovation of that building; and,

WHEREAS, William Wetzel served as Treasurer of the Library Board in 1973, 1984, 1986-1988, and 1990-1991, Secretary of the Board from 1974-1983, Vice President of the Board in 2003, President of the Board from 1995-2000 and in 2004, and Chairman of the Budget and Personnel Committee from 2011-2015; and,

WHEREAS, in 2006, the Wetzel family made a substantial donation to the Bloomington Public Library's Children's Computer Area in honor of William Wetzel's service to the Library; and,

WHEREAS, in 2015, the Library's Board of Trustees voted to rename the Library's Quiet Reading Room to the William C. Wetzel Reading Room in honor of the culmination of Wetzel's 43 years of service to the Library; and,

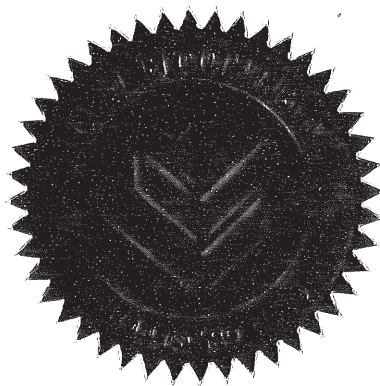
WHEREAS, William Wetzel has proven to be a faithful advocate for the Library in his community by donating his time, his knowledge, and his support throughout his tenure as a trustee,

NOW, THEREFORE, I, Tari Renner, on behalf of the City of Bloomington, do hereby proclaim April 28, 2015, as

"William C. Wetzel Day"



Tari Renner
Mayor



Renee Goulderham
Interim City Clerk

PROCLAMATION

Declaring May 17-23, 2015 Public Works Week

WHEREAS, *public works services provided in our community are an integral part of our citizens' everyday lives; and,*

WHEREAS, *public works services are vital to our economic well-being; and,*

WHEREAS, *public works employees strive to provide the best possible services with the available resources; and,*

WHEREAS, *the Bloomington Public Works Department, the Bloomington Water Department and the Bloomington-Normal Water Reclamation District take great care to deliver these services in Bloomington as responsible stewards of the public money; and,*

WHEREAS, *a proclamation shines light upon these efforts; and,*

WHEREAS, *May 17 through May 23 marks National Public Works Week sponsored by the American Public Works Association,*

NOW, THEREFORE, *I, Tari Renner, on behalf of the City of Bloomington, do hereby proclaim May 17-23, 2015, as*

Public Works Week In the City of Bloomington, Illinois


Tari Renner
Mayor




Renee Gooderham
Interim City Clerk

PROCLAMATION

Declaring May 17-23, 2015 Emergency Medical Services Week

WHEREAS, *emergency medical services is a vital public service; and,*

WHEREAS, *the members of emergency medical services teams are ready to provide lifesaving care to those in need 24 hours a day, seven days a week; and,*

WHEREAS, *access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and,*

WHEREAS, *the emergency medical services system consists of first responders, emergency medical technicians, paramedics, firefighters, educators, administrators, emergency nurses, emergency physicians, and others; and,*

WHEREAS, *the members of emergency medical services teams, whether career or volunteer, engage in thousands of hours of specialized training and continuing education to enhance their lifesaving skills; and,*

WHEREAS, *it is appropriate to recognize the value and the accomplishments of emergency medical services providers by designating Emergency Medical Services Week,*

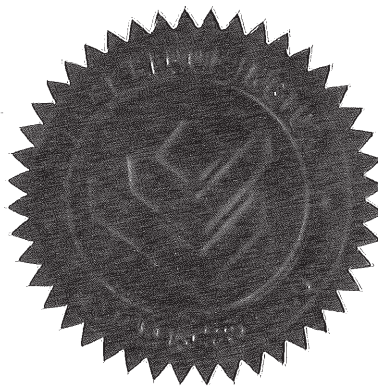
NOW, THEREFORE, *I, Tari Renner, on behalf of the City of Bloomington, do hereby proclaim May 17-23, 2015, as*

Emergency Medical Services Week

*With the theme, **EMS Strong**, I encourage the community to observe this week with appropriate programs, ceremonies, and activities.*



Tari Renner
Mayor



Rejée Gooderham
Interim City Clerk

BECAUSE TIME MATTERS.



**MISSION:
LIFELINE**

Congratulations!!

We are excited to inform you that **The Bloomington Fire Department** has achieved the 2015 Mission: Lifeline® EMS Gold Level Recognition Award. This award is based upon the achievements identified through your agency's online application submission of data representative of care delivered in 2014.

Collaboration among pre-hospital and hospital providers is the essence of Mission: Lifeline. The American Heart Association recognizes the vital importance Emergency Medical Services providers contribute to the overall success of Mission: Lifeline STEMI Systems of Care. The correct tools and training allow EMS providers to rapidly identify a STEMI, promptly notify the destination center and trigger an early response from the awaiting hospital personnel.

As an EMS agency that delivers education in STEMI identification, provides access to 12 lead ECG monitors and develops protocols derived from ACC/AHA STEMI Guidelines, your medics are driving improvements in the care and outcomes of STEMI patients.

The criteria to achieve the Mission: Lifeline EMS Gold award is based on meeting the achievement measures aggregated annually for two years with no single measure scoring below 75%. The individual measures are as follows:

- Percentage of patients with non-traumatic chest pain $\geq$ 35 years of age, treated and transported by EMS who receives a pre-hospital 12 Lead ECG.
- Percentage of STEMI patients transported to a STEMI Receiving Center, with pre-hospital First Medical Contact (FMC) to Device (PCI) $\leq$ 90 Minutes.

To help promote your achievement, the American Heart Association has the following tools and items available for use by **The Bloomington Fire Department**

- PDF Certificate of Achievement (Available by 5/30/2015)
- Mission: Lifeline EMS Patch available for purchase. Link for store will be separately.

Mission: Lifeline Promo Kit located at www.heart.org/mlemsSTEMIgold includes:

- Mission: Lifeline EMS Gold Recognition Award News Release
- Mission: Lifeline EMS Award Social Posts
- Mission: Lifeline EMS Award Widgets
- Mission: Lifeline EMS Gold Icon

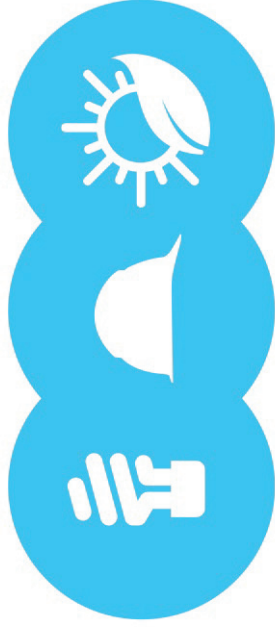
Again, Congratulations!

Sincerely,

Art Miller
Mission: Lifeline Director
art.miller@heart.org

Nuclear Powers Illinois

Reliable Energy, Jobs and Clean Air for Illinois



Nuclear Powers Illinois

RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

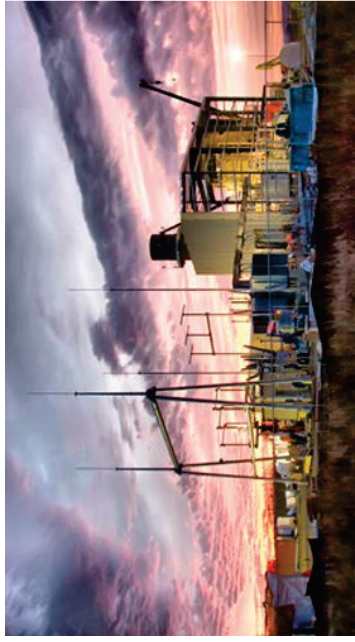


Exelon Generation[®]

About Exelon



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS



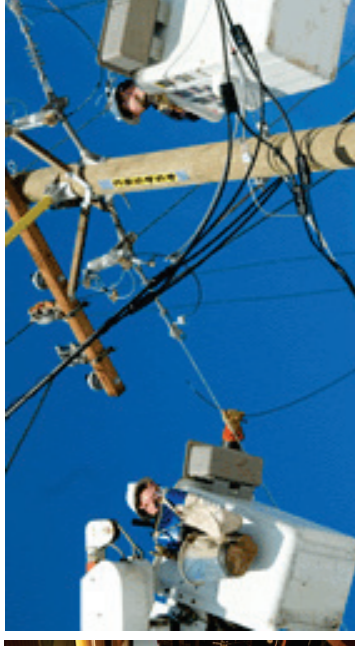
Generation

One of the largest U.S. competitive power generators
35,000 MW of owned capacity
Largest U.S. nuclear fleet
Diversified portfolio with 10 fuel sources, including hydro, wind and solar



Competitive Energy Sales

Retail and wholesale sales through Constellation
More than 100,000 business and public sector customers
Approximately 1 million residential and small business customers



Transmission and Delivery

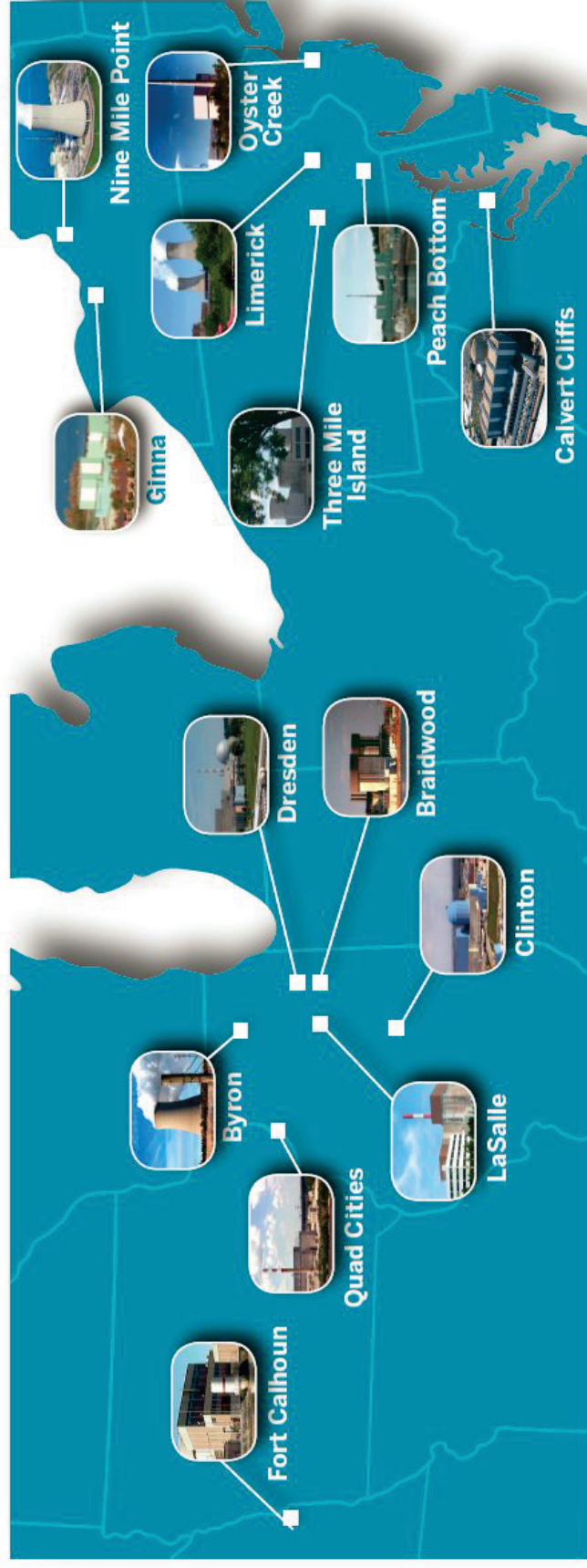
Three utilities delivering electricity and natural gas to more than 7.8 million customers:

- BGE in Maryland
- ComEd in Illinois
- PECO in Pennsylvania

Exelon's Nuclear Fleet

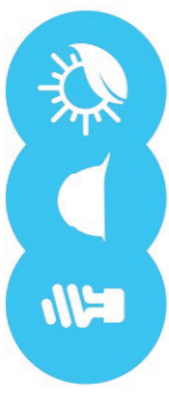


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Exelon Generation operates the largest fleet of commercial nuclear power plants in the nation with 23 nuclear reactors at 14 sites in six states

A Snapshot of Illinois Nuclear Facilities



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- ✓ Exelon Generation operates 11 reactors at six plants - the largest generator of clean 24/7 power, producing 90% of Illinois' carbon free power.¹

Nuclear energy facilities generate enough round-the-clock electricity to supply the needs of more than

7 MILLION ILLINOIS RESIDENTS.



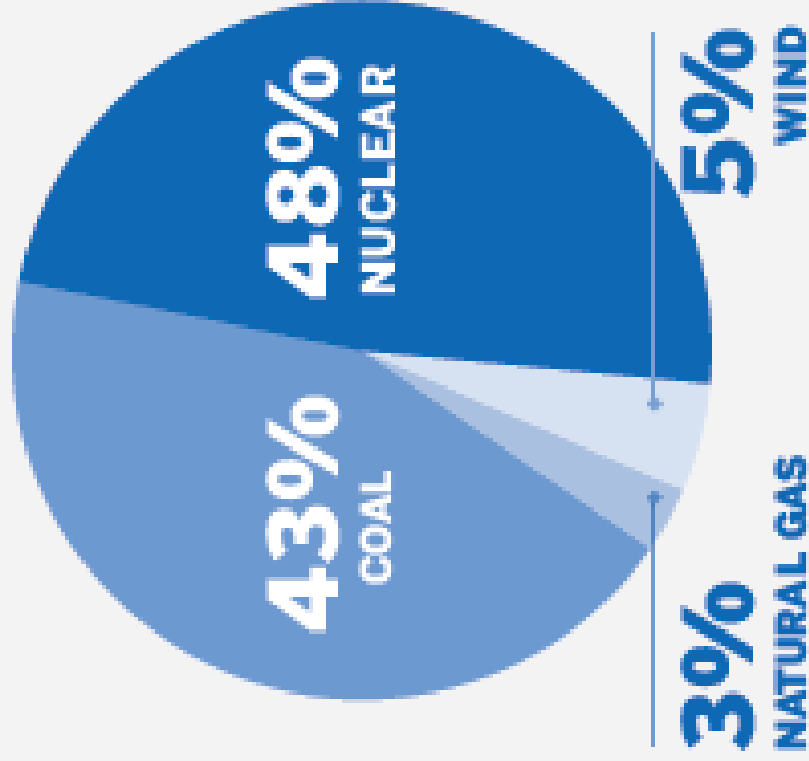
¹ 2012 US Energy Information Agency (May 21, 2013). United States Department of Energy <http://www.eia.gov/electricity/monthly/>

Energy Sources in Illinois



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Illinois Power Generation Profile - 2013



48% of Illinois' electricity is generated by nuclear energy facilities 24/7/365 and cannot be replaced by wind, solar, or other intermittent renewable energy sources.

Source: EIA

Driving Economic Growth



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Illinois' nuclear plants are vital to the state and provide tremendous benefits to Illinois families and communities.

These facilities :

- ✓ Employ **5,900** workers.
- ✓ Create more than

21,700 additional jobs

in other industries in Illinois.

- ✓ Employ another **1,400** temporary workers for each Illinois plant refueling outage (4-5 a year).
- ✓ Pay more than **\$290 million** in local and state taxes to fund schools, parks, libraries, first responders and other public necessities.

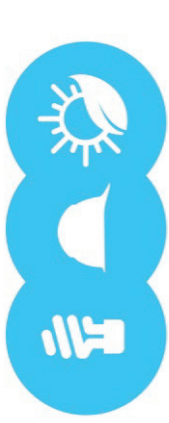


NEARLY \$9 BILLION

injected into the Illinois economy annually

Source: NEI, the Impact of Exelon's Nuclear Fleet on the Illinois Economy

Generating Reliable Power

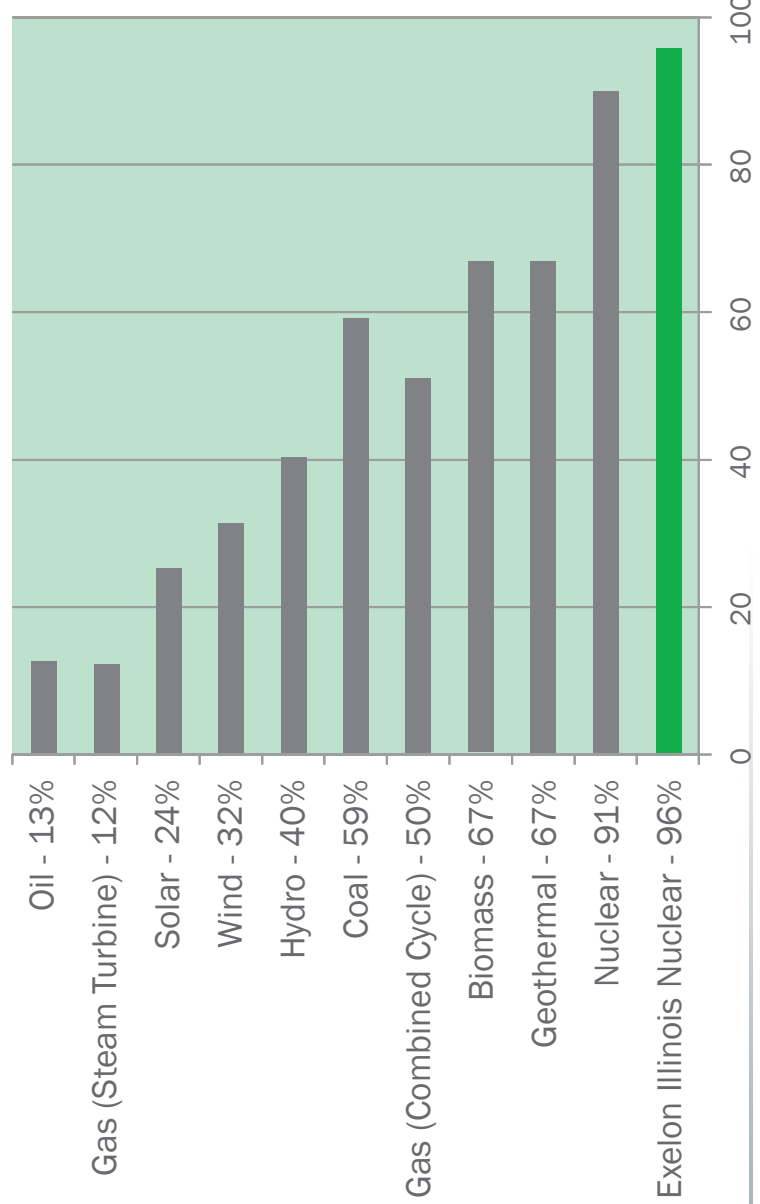


Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

Illinois’ families, communities and businesses depend on the reliable electricity provided by its nuclear plants.

- ✓ Exelon’s nuclear plants operate a 96% efficiency regardless of weather or time of day, going offline to refuel every 18-24 months.
- ✓ This kind of reliable base-load output is not provided by any other “always on” generation source.

U.S. Capacity Factors by Fuel Type (2013)¹
Average Capacity Percentage



¹ Source: Ventyx Velocity Suite / Energy Information Administration Updated: 4/14

Generating Clean Power



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

Nuclear plants in Illinois provide emissions free power and will be critical to Illinois' compliance with EPA's limits on carbon emissions.

✓ Nuclear plants run reliably with no carbon emissions. Wind and other solar resources are “intermittent” generators.

✓ In 2013, Exelon's Illinois nuclear plants produced 97,131 GWh of sustained electricity – that's 10 times more electricity than all Illinois wind farms combined

✓ In 2013, all Illinois wind assets produced 9,602 GWh of intermittent electricity

Carbon-free electricity from Illinois' nuclear energy facilities prevents the release of nearly 80 million metric tons of carbon dioxide annually, the equivalent of taking more than

15 MILLION CARS OFF THE ROAD.



= 3 MILLION CARS

An Unrivaled Environmental Asset for Illinois

Nuclear plants in Illinois lead the nation in providing emissions free power and will be critical to Illinois' compliance with EPA's limits on carbon emissions.



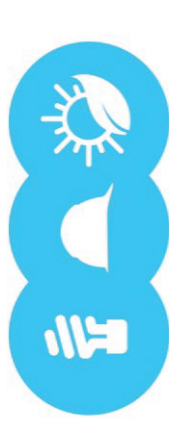
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- ✓ New Environmental Protection Agency (EPA) proposed rules call for reductions in carbon emissions from existing power plants and encourage states, including Illinois, to adopt policies to discourage the loss of existing nuclear plants because of their environmental benefits.
- ✓ Closure of Illinois' nuclear facilities will result in significant increases in carbon and other pollutants and making it difficult for Illinois to comply with these new rules.



90% of Illinois' carbon-free power produced by nuclear energy facilities.

Protecting the Environment



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Exelon's Illinois nuclear plants enhance and protect the environment with programs that have improved water quality and the health of habitats for fish, birds and other wildlife.

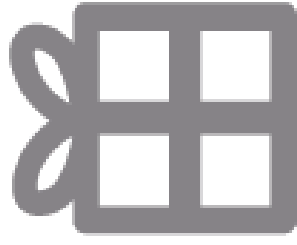
- ✓ Dresden Station has built more than 60 artificial nesting areas for osprey and purple martins on the site's property.
- ✓ Quad Cities Station is home to the only private fish hatchery on the Mississippi River, introducing more than 6 million game fish into the river.
- ✓ Braidwood Station's award-winning fish management initiative includes more than 500 artificial habitats deployed to create a thriving ecosystem.

Dedicated to the Community

Exelon's Illinois nuclear plants strengthen Illinois communities through support for public agencies, charitable gifts for cultural events and community engagement on important issues.

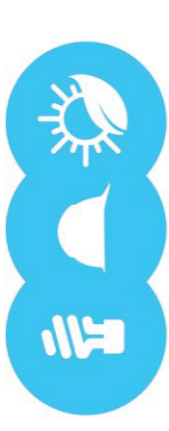
Exelon and its nuclear employees ...

- ✓ Support more than **400** vital community organizations and initiatives.
- ✓ Meet with more than **10,000** community leaders and plant neighbors to keep them informed and answer their questions about plant operations.



\$1.8M

**in charitable giving,
including United Way**

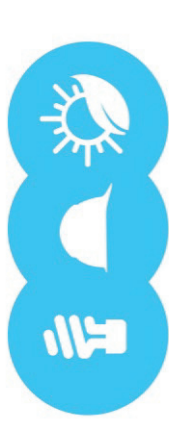


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RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

Today's Economic Challenge

Illinois nuclear plants face a perfect storm of economic challenges that threaten their continued operation.

- ✓ Lack of fair compensation for zero carbon pollution characteristic
- ✓ Glut of natural gas production
- ✓ Counterproductive federal energy policies and market rules
- ✓ Billions of dollars in market-distorting federal subsidies
- ✓ Load growth that is down or flat
- ✓ Transmission constraints and lack of transmission investment
- ✓ Lack of fair compensation for always-on, reliable power



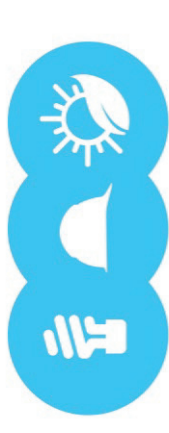
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¹Electric Utility Cost Group

²Source: UBS report, "US Electric Utilities and IPPs," Jan. 2013; All-Hours Energy Forwards for 2015 delivery as of 6/28/13; Credit Suisse, "Nuclear ... The Middle Age Dilemma," Feb. 2013

Illinois Nuclear Plants – Timeline



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It will be difficult for Illinois to meet its emission standards without nuclear.

May 2014: HR1146 was adopted in the Illinois General Assembly

- ✓ Urges the Federal Energy Regulatory Commission and the operators of the electricity grid system to adopt rules and policies to ensure the continued operation of nuclear power plants in Illinois
- ✓ Urges the United States Environmental Protection Agency to adopt certain rules concerning the use of nuclear energy
- ✓ Directs Illinois state agencies to study premature retirement of Illinois Nuclear Plants

June 2014: US-EPA issues new carbon rules (referred to 111d)

- ✓ States must develop implementation plan to meet new carbon rules: Illinois has a 30% reduction under new rule
- ✓ Nuclear must remain part of the solution

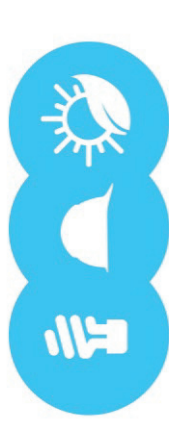
Solutions Are Needed

Policy solutions, consistent with competitive markets, that properly value Illinois' nuclear plants for the benefits they provide and enables their continued operation.

Policymakers should adopt policies that:

- ✓ Recognize the zero-carbon-emissions value of existing nuclear energy plants
- ✓ Recognize the need for electric system reliability that existing nuclear energy plants provide
- ✓ Enable rapid development of electric transmission capacity to better link existing nuclear energy plants to markets in the east
- ✓ Other, similar policy initiatives that help improve the economic viability of today's nuclear energy plants

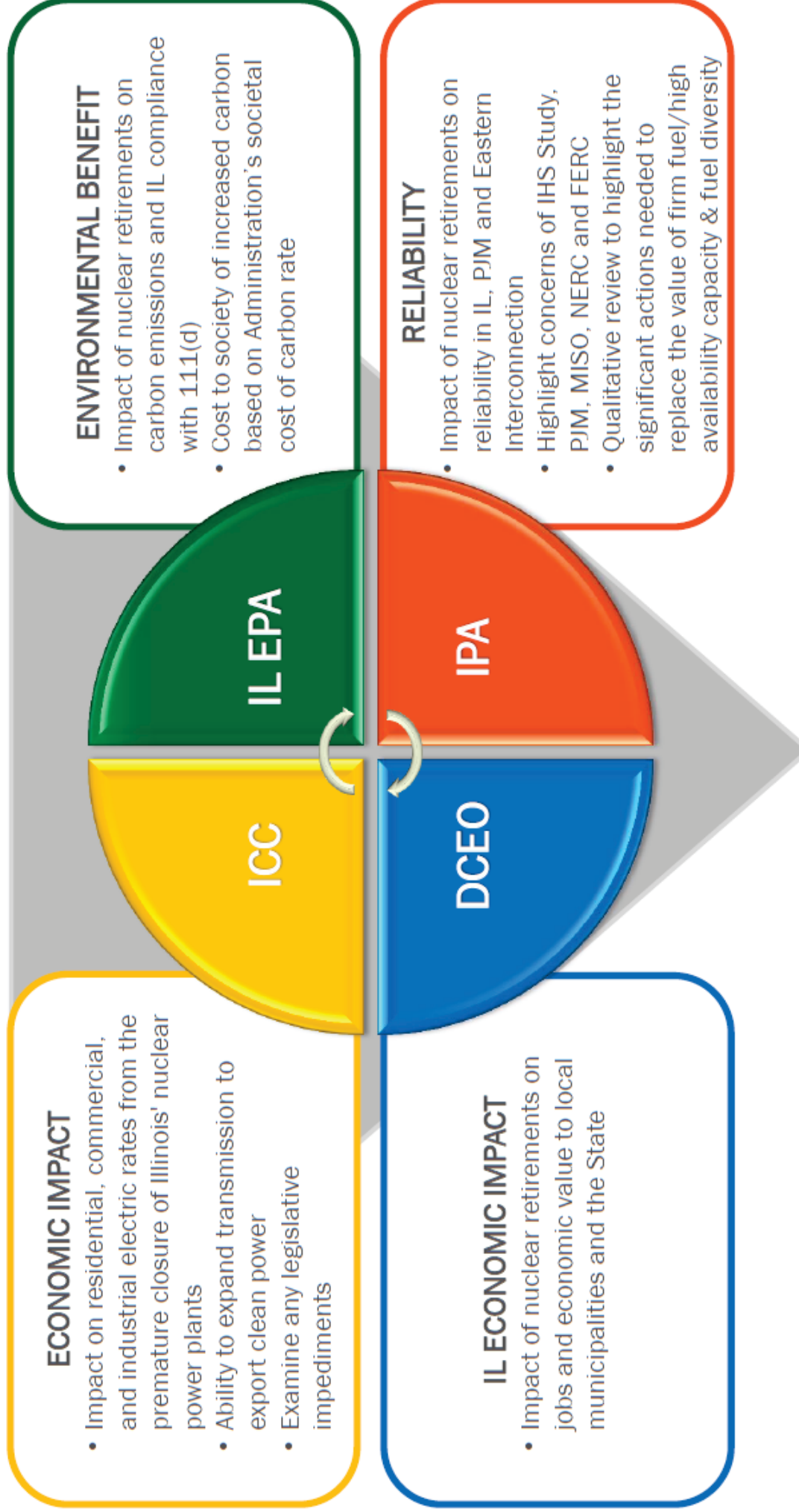
Nuclear energy does not want a government bailout – just a fair and equitable competitive market to sell electricity into



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

State of Illinois Report Issued January 7

On May 29, House Resolution 1146, acknowledging the substantial economic, environmental, and reliability contributions of the nuclear power industry in Illinois, was adopted and specifically requested four state agencies to examine the adverse impacts that the premature closing of nuclear power plants would have on the state's economy, environment, grid reliability and greenhouse gas initiatives



Low Carbon Portfolio Standard



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

The Low Carbon Portfolio Standard (LCPS) HB 3293/SB 1585

- LCPS is one of the market-based solutions identified in the HR 1146 Report.
- Makes Illinois a national clean energy leader with the highest requirement of low carbon energy in the nation.
- Is a bi-partisan proposal that preserves the state's existing low carbon energy sources.
- Acts as a bridge solution that would facilitate further policy actions that may be required for Illinois compliance with EPA rules.
- Is a cost-effective and market-based solution with consumer protections.
- Incentivizes an increase in all low carbon and renewable energy while maintaining existing low-carbon sources.

Low Carbon Portfolio Standard



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RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

The Low Carbon Portfolio Standard:

- LCPS would require all Illinois electric utilities to purchase a specified percentage of electricity from energy sources that emit zero or low amounts of carbon dioxide.
 - Wind, solar, hydro, tidal, wave, clean coal, and nuclear

Low Carbon Portfolio Standard



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How the LCPS Works?

- Beginning in 2016, the LCPS would require electric utilities to obtain at least 70% of their electricity from low carbon energy sources on behalf of all their retail customers.
 - Utilities would rely upon the Illinois Power Agency to develop an open, transparent, and competitive process to obtain low carbon energy credits.
 - LCPS only applies to electric utilities that serve more than 100,000 customers, notably ComEd and Ameren; does not apply to smaller utilities, electric co-ops, or municipal electric utilities.

Low Carbon Portfolio Standard



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS

Consumer Protections:

- Legislation includes consumer protections to limit the consumer impact to a 2.015% annual increase over 2009 retail prices or \$2/month for the average Illinois residential customer.
- Costs associated with purchasing the low carbon energy credits would be collected from all retail customers.
- Legislation includes a separate customer rebate provision that would provide a direct bill credit to customers in the event wholesale prices exceed a specified level. This type of customer protection does not exist under other clean energy programs.

Low Carbon Portfolio Standard



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LCPS: Bridge to EPA Clean Power Plan:

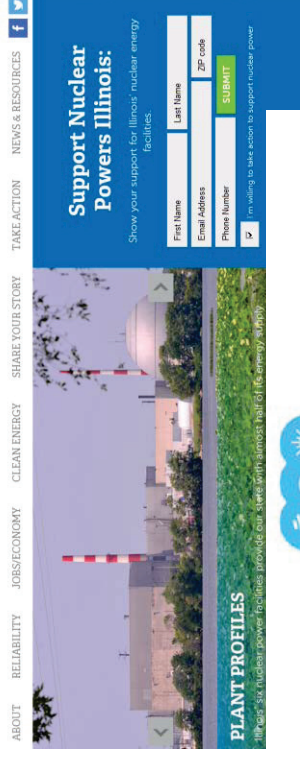
- LCPS acts as a bridge solution that would facilitate further policy actions that may be required for compliance with EPA rules by the State of Illinois.
 - The LCPS would sunset on the later of December 31, 2021, or the effective date of the implementation of Illinois' adoption of a market-based program to reduce carbon emissions pursuant to Section 111(d) of the federal Clean Air Act.

How Can You Help?

- ✓ Exelon launched ***Nuclear Powers Illinois.***
- ✓ Public will be able to:
 - Learn more about the challenges facing our Illinois nuclear facilities
- Sign up to support nuclear power in the state of Illinois



Nuclear Powers Illinois
RELIABLE ENERGY, JOBS, AND CLEAN AIR FOR ILLINOIS





FOR COUNCIL: May 11, 2015

SUBJECT: Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015

RECOMMENDATION/MOTION: That the reading of the minutes of the previous Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015 be dispensed with and the minutes approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015 have been reviewed and certified as correct and complete by the City Clerk.

In compliance with the Open Meetings Act, Council Proceedings must be approved within thirty (30) days after the meeting or at the Council's second subsequent regular meeting whichever is later.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Chief Deputy Clerk

Reviewed by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

Attachment 1. Draft Council Proceedings for April 27, 2015

Attachment 2. Draft Special Meeting Minutes Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015

Motion: That the reading of the minutes of the previous Council Proceedings of April 27, 2014, Special Session Minutes of July 23, 2012; August 13, 2012; September 10, 2012; October 8, 2012; January 14, 2013; January 28, 2013; March 11, 2013; March 25, 2013; April 8, 2013; June 10, 2013; June 24, 2013; August 26, 2013; April 21, 2014; April 28, 2014; May 12, 2014; May 27, 2014; June 9, 2014; July 14, 2014; August 25, 2014; September 8, 2014; October 13, 2014; October 27, 2014; November 10, 2014; December 8, 2014; December 15, 2014; January 12, 2015; January 26, 2015; February 9, 2015; February 23, 2015; March 9, 2015; March 16, 2015 and March 23, 2015 be dispensed with and the minutes approved as printed.

Motion: _____

Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

**PROCEEDINGS
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS**

The Council convened in regular Session in the Council Chambers, City Hall Building, at 7:00 p.m., Monday, April 27, 2015.

The Meeting was opened by Pledging Allegiance to the Flag followed by moment of silent prayer.

The Meeting was called to order by Mayor Renner who directed the City Clerk to call the roll and the following members answered present:

Aldermen: Kevin Lower, David Sage, Diana Hauman, Judy Stearns, Scott Black, Joni Painter, Mboka Mwilambwe, Karen Schmidt, Jim Fruin and Mayor Tari Renner.

City Manager David Hales, Interim City Clerk Renee Gooderham, and Corporate Counsel Jeff Jurgens were also present.

Mayor Renner noted that eight (8) citizens had completed Public comment cards.

Motion by Alderman Schmidt, seconded by Alderman Hauman to suspend the rules for Public Comment, allowing eight (8) citizens three (3) minutes apiece to speak for a total of twenty - four (24) minutes.

Motion carried, (viva voce).

PUBLIC COMMENT: Mayor Renner opened the Public Comment section of the meeting. He added that there would not be a response from the City under the Public Comment portion of the meeting.

Alton Franklin, 508 Patterson Dr., addressed the Council. He believed the CHA tap on and connection fees should not be reduced. He questioned the Budget transfer for Golf Courses. He cited rules from the Military in obtaining a Commendable rating.

Donna Boelen, 2702 Fox Trot Trl., addressed the Council. She believed the CHA tap on and connection fees should not be waived. She cited Chapter 37, Sewer, Sewage Disposal, Etc.

Josh Schmidgall, 2212 Beacon Ct., addressed the Council. He questioned the Reserve Policy funding amounts.

Sue Feldkamp, 1401 Wright St., addressed the Council. She thanked Alderman Stearns for her service to the Council.

Deb Polzin, 1306 Anderson, addressed the Council. She thanked Alderman Stearns for her years of service. She read from a prepared statement.

Julian Sigler, 904 W. Grove St., addressed the Council. He believed that staff comments referencing Bulk Waste pick up on April 13, 2015 were incorrect. He noted that there were twenty (20) vacancies within the Public Works Department, Refuse Division.

Bruce Meeks, 1402 Wright St., addressed the Council. He thanked Alderman Stearns for her years of service to the Council. He believed that the infrastructure budget should have a set policy similar to the Pension Policy. He cited concern with the local motor fuel tax and road repairs.

Gary Lambert, 3018 E. Oakland, addressed the Council. He thanked Alderman Stearns for her service. He read cartoons from the Pantagraph dated April 14 and April 27, 2015. He cited concern with the US Cellular Coliseum budget transfer and the CHA tap on and connection fees.

The following was presented:

Recognition of Alderman Judy Stearns, presented by Tari Renner, Mayor.

Mayor Renner noted Alderman Stearns eight (8) years of service.

Alderman Stearns thanked the citizens for allowing her to serve. She read from a prepared statement. She believed that one (1) of her best accomplishments was the restoration of the Korean/Vietnam memorial.

The following was presented:

Oath of Office – Patrick Ryan, Water Director.

The following was presented:

Recognition Presentation of the Tree City USA Award, presented by David Lamb, Assistant Superintendent of Parks.

The following was presented:

Appointment of Ms. Brandi Sweeney to the John M. Scott Health Care Commission (JMSHCC).

The following was presented:

Appointment of Robert W. Porter to the Board of Library Trustees.

The following was presented:

Proclamation Declaring May 2015 to be the Building Safety Month, presented by Tari Renner, Mayor.

The following was presented:

Proclamation Declaring May 3 - May 9, 2015 Municipal Clerk's Week, presented by Tari Renner, Mayor to Renee Gooderham, Interim City Clerk.

The following was presented:

Proclamation Declaring April 28, 2015 Anne Weston McGowan Day, presented by Tari Renner, Mayor to Michael Brown, Executive Director, Ecology Action Center.

The following was presented:

Presentation of the Flouridation Award, presented by Brett Lueschen, Interim Water Director.

The following was presented:

SUBJECT: Council Proceedings of April 13, 2015 and Work Session of March 9, 2015

RECOMMENDATION/MOTION: Recommend that the reading of the minutes of the previous Council Proceedings of April 13, 2015 and Work Session of March 9, 2015 be dispensed with and the minutes approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The Council Proceedings of April 13, 2015 and Work Session of March 9, 2015 have been reviewed and certified as correct and complete by the City Clerk.

In compliance with the Open Meetings Act, Council Proceedings must be approved within thirty (30) days after the meeting or at the Council's second subsequent regular meeting whichever is later.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Interim City Clerk

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the reading of the minutes of the previous Council Proceedings of April 13, 2015 and Work Session of March 9, 2015 be dispensed with and the minutes approved as printed.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Bills and Payroll

RECOMMENDATION/MOTION: That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

FINANCIAL IMPACT: Total disbursements to be approved \$4,662,561.07, (Payroll total \$2,233,345.29, PCARD total \$162,184.70 and Accounts Payable total \$2,267,031.08).

Respectfully submitted for Council consideration.

Prepared by: Patti-Lynn Silva, Director of Finance

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Appointments to John M. Scott Health Care Commission (JMSHCC), Scott Estate Health Care Trust Investment Committee, and Board of Library Trustees

RECOMMENDATION/MOTION: That the Appointments be affirmed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1e. Partnering with others for the most cost-effective service delivery.

BACKGROUND: I ask your affirmation of the following appointments:

John M. Scott Health Resource Center: Ms. Brandi Sweeney, affirming Advocate BroMenn Medical Center, appointment to this Board. Ms. Sweeney will replace Dr. Timothy Buffey's, appointment. Advocate BroMenn's Governing Body is authorized to appoint a member of their Board to the Scott Commission.

Per Section II of the JMSHCC by-laws, Ms. Brandi Sweeney shall serve out a term ending April 30, 2017 and a new term will be added ending April 30, 2020. She will then be able to serve for two (2) additional terms for a maximum of three (3) consecutive terms.

Scott Estate Health Care Trust Investment Committee: On October 23, 1992, the Judge of the Circuit Court approved the Trustee recommendation for the diversification of Trust investments and requested Trustees to appoint an Investment Committee, a custodial bank, and an investment manager.

On October 28, 1999, the City Council, as Trustee of the John M. Scott Health Care Trust, adopted and approved a revised Investment Policy, entitled "John M. Scott health Care Trust Investment Procedures and Policies. This Policy states that "Individuals serving on the Investment Committee must be recommended by the Scott Commission and approved by the Trustee. As a Subcommittee of the Scott Health Care Commission, the Investment Committee must be authorized to oversee and make investment decisions, select investment managers, allocate or reallocate funds among the various types of investment or managed funds for the Trust, subject to the review and approval of the Scott Health Care Commission and the Trustee."

I ask your affirmation of the following appointments to the Investment Committee recommended by the Scott Commission on January 14, 2015:

Ruth Ann Fraker, former John M. Scott Health Resources Administrator
Annette Martinez, Vice-Chairman of the Scott Commission
Dr. Stephen Doran, former member of the Scott Commission
Deb Skillrud, John M. Scott Health Resources Administrator

Board of Library Trustees: I ask your concurrence in the appointment of Robert W. Porter of 702 South Moore Street, Bloomington, 61701, to the Board of Library Trustees. His three (3) year term will expire 4/30/18.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: None.

Respectfully submitted for Council consideration.

Prepared by: Beth Oakley, Executive Asst.

Recommended by:
Tari Renner
Mayor

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Appointments be affirmed.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Accepting Permanent and Temporary Water Main Easements at 1200 and 1203 S. Main St. Normal, IL

RECOMMENDATION/MOTION: Recommend that the Payment to Advocate BroMenn for Permanent Easements in the amount of \$34,500 and for Temporary Easements in the amount of \$1,000 for the Main St. Transmission Main Relocation Project be approved and the Mayor and City Clerk authorized to execute the necessary documents in a final form approved by the City Manager.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities.

STRATEGIC PLAN SIGNIFICANCE: Objective 2b. Quality water for the long term.

BACKGROUND: There are two (2) transmission mains the City requires permanent and temporary easement to relocate same. There is a conflict with the Illinois Department of Transportation (IDOT) bridge replacement. Construction is scheduled to begin May 2015. Stark Excavating, Inc. was awarded the Construction Contract at the February Council meeting. The City hired Brian Finch, Inc. to provide a fair appraisal for the temporary and permanent easements from Advocate BroMenn.

Although the final verbiage of the easement documents is still being negotiated by the parties, the remaining changes should be nominal and of little impact to the City. The cost of the easements has been agreed to by the parties. Time is of the essence on this project, so City staff is seeking authorization to proceed even if the easement language is not finalized, subject to the final approval of the City Manager.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: None.

FINANCIAL IMPACT: This purchase will be made from the Water Transmission & Distribution-Other Professional & Technical Services account (50100120-70220). Stakeholders can locate this in the FY 2015 Budget Book titled "Other Funds & Capital Improvement Program" on page 137.

Respectfully submitted for Council consideration.

Prepared by: Brett Lueschen, Interim Water Director

Reviewed by: Jeffrey R. Jurgens, Corporation Counsel

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Payment to Advocate BroMenn for Permanent Easements in the amount of \$34,500 and for Temporary Easements in the amount of \$1,000 for the Main St. Transmission Main Relocation Project be approved and the Mayor and City Clerk authorized to execute the necessary documents in a final form approved by the City Manager.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Waive the Formal Bid Process as a limited source and Approve Agreement with Starnet Technologies, Inc.

RECOMMENDATION/MOTION: Recommend to Waive the Formal Bid Process as a limited source and Approve Agreement with Starnet Technologies, Inc. in the amount of \$58,699.51 and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1 – Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE: Objective 1d – City Services delivered in the most cost effective, efficient manner

BACKGROUND: The existing SCADA System software installed at the water treatment plant SCADA server and the workstations throughout the Water Department are outdated. The Windows operating system in each of these computers are still using Windows XP. Microsoft has discontinued the technical support and security update of the Windows XP operating system and it makes these computers running the SCADA system vulnerable to virus and malware infection. The current version of SCADA iFIX (version 3.5) is not compatible with Windows 7 and updating the operating system from Windows XP to Windows 7 is not possible without updating the old SCADA iFIX to version 5.8.

The SCADA system provides the connectivity between various pump stations and the water treatment plant. The SCADA system controls various pumps and valves throughout the whole water system. The software also collects and archives data from the control system.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: This software upgrade payment of \$58,699.51 will be made from Water Purification-Other Supplies (50100130-71190). Sufficient budgeted funds are available in the multiple accounts in the budget roll-up group to cover this expenditure. Stakeholders can locate this in the FY 2015 Budget Book titled “Other Funds & Capital Improvement Program” on page 143.

Respectfully submitted for Council consideration.

Prepared by: Brett Lueschen, Interim Water Director

Reviewed by: Steve Rasmussen, Asst. City Manager

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman to waive the Formal Bid Process as a limited source and Approve Agreement with Starnet Technologies, Inc. in the amount of \$58,699.51 and the Mayor and City Clerk authorized to execute the necessary documents.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

Motion carried.

The following was presented:

SUBJECT: Analysis of Bids and Contract Award to George Gildner, Inc. for the Jackson and Catherine St. Sewers (Bid # 2015-59)

RECOMMENDATION/MOTION: Recommend that the bid for Jackson and Catherine St. Sewers be awarded to George Gildner, Inc. in the amount of \$365,000 and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 2. Upgrade City infrastructure and facilities. Goal 5. Great place – livable and sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 2c. Functional, well maintained sewer collection system. Objective 5a. Well-planned City with necessary services and infrastructure.

BACKGROUND: Work proposed within this contract includes constructing sanitary sewer for the 500 and 600 blocks of east Jackson St., as well as storm and sanitary sewer for the 400 block of Catherine St. There is no public sanitary sewer main in these blocks. Properties are served from long private sewer services.

The contract allows 120 calendar days for the work to be completed from the issuance of the Notice to Proceed. The selected contractor will be required to provide a Performance Bond and Certificates of Insurance within ten (10) days after receipt of the Notice of Award.

The Public Works Department's Engineering Division prepared plans and specifications for the Jackson and Catherine St. Sewers project and the project was advertised for bids beginning on March 30, 2015. Bids were received until 2:00 PM Monday, April 13, 2015, in the office of the City Clerk. Three (3) bids were received and opened in the City Hall Conference Room. The bid tabulation is attached.

George Gildner, Inc. (Low Bid)	\$ 328,732.00
G. A. Rich & Sons, Inc.	\$ 420,001.50
Stark Excavating, Inc.	\$ 443,777.00

<i>Engineer's Estimate</i>	\$ 460,712.00
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The awarded amounts include the base Proposal, the Additive Alternate for Catherine St. and a contingency amount for each fund. The base bid will be funded through the Sanitary Sewer fund (FY 15) and the Catherine St. Alternate will be funded through CDGB grants (FY 16).

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: This work was advertised in The Pantagraph on March 30 and April 6, 2015, and a pre bid meeting was held at 9:30 AM on April 6, 2015, in the Public Works Department Conference Room. The residents and landowners along each of the blocks have also been contacted regarding this project. Copies of two (2) letters that have been sent to the adjacent landowners are attached.

FINANCIAL IMPACT: The \$365,000 cost will be allocated as follows:

\$173,000 will be spent out of the FY 2015 Budget under Sanitary Sewer-Sewer Construction & Improvements (51101100-72550). Stakeholders can locate this in the FY 2015 Budget Book titled "Other Funds & Capital Improvement Fund" on pages 159, 280, 328, 334 & 335. \$280,000 was included in the FY 2015 Adopted Budget under Sanitary Sewer for this project.

\$192,000 will be spent out of the FY 2016 Budget under Community Development Capital Improvements-Sewer Construction & Improvements (22402440-72550-52000).

\$80,000 will be transferred from Community Development Capital Improvements-Sidewalk FY 2016 Budget (22402440-72560-52000) with the remaining \$112,000 transferred from the Community Development Capital Improvements-Demolition FY 2016 Budget (22402440-70651-52000) to Community Development Capital Improvements-Sewer Construction & Improvements Budget (22402440-72550-52000).

Respectfully submitted for Council consideration.

Prepared by: Anthony J. Meizelis, PE, Civil Engineer I

Reviewed by: Jim Karch, PE CFM, Public Works Director

Reviewed by: Steve Rasmussen, Asst. City Manager

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporate Counsel

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the bid for Jackson and Catherine St. Sewers be awarded to George Gildner , Inc. in the amount of \$360,000 and the Mayor and City Clerk be authorized to execute the necessary documents.

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, FruinStearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Ratification of Contract with Laborers International Union Local 362 Inspectors

RECOMMENDATION/MOTION: That the contract be ratified.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objectives: 1d. City services delivered in the most cost-effective, efficient manner, and 1e. Partnering with others for the most cost-effective service delivery.

BACKGROUND: On February 27, 2015 the parties began negotiating the terms for a collective bargaining agreement to replace the Agreement that would expire on April 30, 2015. The expired contract can be located at www.cityblm.org under Human Resources in a folder titled Labor Contracts. A draft of the new Collective Bargaining Agreement has been provided to the Council. On March 31, 2015, the parties reached Tentative Agreement on the issues listed below. The union membership ratified the tentative agreement on April 8, 2015. This Union represents fifteen (15) budgeted full-time positions.

Wages and Benefits

- May 1, 2015 wage increase of 2.25%.
- May 1, 2016 wage increase of 2.25%.
- Addition of language on the Affordable Care Act (ACA) that would allow the City to make changes to the Health Insurance Plan in order to avoid the Cadillac Tax. The new language also permits the City to increase the employee's monthly insurance contributions to include any excise tax or penalty under the ACA.
- Reduce the number of sick leave hours a new employee receives in the first nine months of employment from 20 hours a month to 8 hours a month.

Miscellaneous Items

- Modified language that will allow the City and the Union the ability to strike a grievance arbitration panel and request a new list.

Term of Agreement

- 2 year Agreement

Other minor changes can be found in the draft Collective Bargaining Agreement.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Council and Local 362 Inspector employees.

FINANCIAL IMPACT: Increase in wage tables by 2.25% effective May 1, 2015 and by 2.25% effective May 1, 2016. Estimated cost of these wage increases during the term of the contract, excluding longevity increases, is approximately \$57,000.

Respectfully submitted for Council consideration.

Prepared by: Angie Brown, Human Resources Specialist
Reviewed by: Nicole Albertson, Human Resources Director
Financial & Budgetary review by: Paulette Hurd, Chief Accountant
Legal review by: Angela Fyans-Jimenez, Deputy Corporation Counsel
Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the contract be ratified.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Ratification of Contract with Laborers International Union Local 362 Parking Enforcement

RECOMMENDATION/MOTION: That the contract be ratified.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objectives: 1d. City services delivered in the most cost-effective, efficient manner, and 1e. Partnering with others for the most cost-effective service delivery.

BACKGROUND: On March 17, 2015 the parties began negotiating the terms for a collective bargaining agreement to replace the Agreement that would expire on April 30, 2015. The expired contract can be located at www.cityblm.org under Human Resources in a folder titled Labor Contracts. A draft of the new Collective Bargaining Agreement has been provided to the Council. On April 7, 2015, the parties reached Tentative Agreement on the issues listed below.

The union membership ratified the tentative agreement on April 7, 2015. This Union represents four (4) budgeted full-time positions.

Wages and Benefits

- May 1, 2015 wage increase of 2.25%.
- May 1, 2016 wage increase of 2.25%.
- Addition of language on the Affordable Care Act (ACA) that would allow the City to make changes to the Health Insurance Plan in order to avoid the Cadillac Tax. The new language also permits the City to increase the employee's monthly insurance contributions to include any excise tax or penalty under the ACA.

Miscellaneous Items

- Modified language that will allow the City and the Union the ability to strike a grievance arbitration panel and request a new list.

Term of Agreement

- 2 year Agreement

Other minor changes can be found in the draft Collective Bargaining Agreement.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Council and Local 362 Parking Enforcement employees.

FINANCIAL IMPACT: Increase in wage tables by 2.25% effective May 1, 2015 and by 2.25% effective May 1, 2016. Estimated cost of these wage increases during the term of the contract, excluding longevity increases, is approximately \$9,500.

Respectfully submitted for Council consideration.

Prepared by: Angie Brown, Human Resources Specialist

Reviewed by: Nicole Albertson, Human Resources Director

Financial & Budgetary review by: Paulette Hurd, Chief Accountant

Legal review by: Angela Fyans-Jimenez, Deputy Corporation Counsel

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the contract be ratified.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Ratification of Contract with Laborers International Union Local 362 Support Staff

RECOMMENDATION/MOTION: That the contract be ratified.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objectives: 1d. City services delivered in the most cost-effective, efficient manner, and 1e. Partnering with others for the most cost-effective service delivery.

BACKGROUND: On March 12, 2015 the parties began negotiating the terms for a collective bargaining agreement to replace the Agreement that would expire on April 30, 2015. The expired contract can be located at www.cityblm.org under Human Resources in a folder titled Labor Contracts. A draft of the new Collective Bargaining Agreement has been provided to the Council. On April 1, 2015, the parties reached Tentative Agreement on the issues listed below. The union membership ratified the tentative agreement on April 13, 2015. This Union represents thirty (30) budgeted full-time positions.

Wages and Benefits

- May 1, 2015 wage increase of 2.25%.
- May 1, 2016 wage increase of 2.25%.
- Addition of language on the Affordable Care Act (ACA) that would allow the City to make changes to the Health Insurance Plan in order to avoid the Cadillac Tax. The new language also permits the City to increase the employee's monthly insurance contributions to include any excise tax or penalty under the ACA.

Miscellaneous Items

- Modified language that will allow the City and the Union the ability to strike a grievance arbitration panel and request a new list.

Term of Agreement

- 2 year Agreement

Other minor changes can be found in the draft Collective Bargaining Agreement.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Council and Local 362 Inspector employees.

FINANCIAL IMPACT: Increase in wage tables by 2.25% effective May 1, 2015 and by 2.25% effective May 1, 2016. Estimated cost of these wage increases during the term of the contract, excluding longevity increases, is approximately \$73,000.

Respectfully submitted for Council consideration.

Prepared by: Angie Brown, Human Resources Specialist

Reviewed by: Nicole Albertson, Human Resources Director

Financial & Budgetary review by: Paulette Hurd, Chief Accountant

Legal review by: Angela Fyans-Jimenez, Deputy Corporation Counsel

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the contract be ratified.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Dissolution of Downtown Special Tax Allocation Fund and Terminating the Designation of the Downtown Bloomington Redevelopment Project Area

RECOMMENDATION/MOTION: That the Ordinance be passed.

STRATEGIC PLAN LINK: Goal 3. Grow the Local Economy

STRATEGIC PLAN SIGNIFICANCE: Objective 3e. Strong working relationship among the City, businesses, economic development organizations.

BACKGROUND: The City previously adopted an Ordinance in 1986 in accordance with the Tax Increment Allocation Redevelopment Act of the State of Illinois to establish a redevelopment project area in Downtown Bloomington. The activities of this Tax Increment Financing District are accounted for in the Central Bloomington TIF Redevelopment Fund. All projects in the TIF district were completed however; due to litigation the fund remained open. The Central Bloomington TIF fund can now be closed but has a deficit balance of \$21,005.57 which is included in tonight's general fund proposed budget transfers.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not Applicable.

FINANCIAL IMPACT: To close the Downtown Special Tax Allocation Fund also known as the Central Bloomington TIF Redevelopment Fund, a transfer of \$21,005.57 will be made from the General Fund Transfer (10019180-89420) to the Central Bloomington TIF Redevelopment Fund (40300300-85100) to cover the deficit created by legal fees incurred defending litigation.

Respectfully submitted for Council consideration.

Prepared by: Paulette Hurd, Chief Accountant

Reviewed by: Patti-Lynn Silva, Finance Director

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Ordinance No. 2015 - 19

AN ORDINANCE OF THE CITY OF BLOOMINGTON, MCLEAN COUNTY, ILLINOIS, DISSOLVING THE DOWNTOWN SPECIAL TAX ALLOCATION FUND AND TERMINATING THE DESIGNATION OF THE DOWNTOWN BLOOMINGTON REDEVELOPMENT PROJECT AREA

WHEREAS, the City of Bloomington, McLean County, Illinois (the “City”), is a duly organized and validly existing home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State, and as a home rule unit may, under the powers granted by Section 6(a) of Article VII of the Constitution of the State of Illinois of 1970, “exercise any power and perform any function pertaining to its government and affairs”; and,

WHEREAS, pursuant to their powers and in accordance with the requirements of the Tax Increment Allocation Redevelopment Act of the State of Illinois, 65 ILCS 5/11-74.4-1 *et seq.*, as from time to time amended (the “*TIF Act*”), the Mayor and City Council of the City (the “*Corporate Authorities*”), pursuant to Ordinance Nos. 1986-187, 1986-188, and 1986-189, respectively, adopted by the Corporate Authorities on December 22, 1986, designated a “redevelopment project area” known as the “*Downtown Bloomington Redevelopment Project Area*” (the “*Project Area*”); adopted tax increment allocation financing for the Project Area, and, in connection therewith, established the Downtown Special Tax Allocation Fund (the “*Special Tax Allocation Fund*”); and adopted and approved the Downtown Bloomington Tax Increment Redevelopment Plan; and,

WHEREAS, pending the outcome of litigation, the Corporate Authorities determined that the Special Tax Allocation Fund should remain open in order to pay all outstanding obligations; and,

WHEREAS, the Corporate Authorities have now paid or provided for all of the obligations incurred in connection with the designation of the Project Area; and,

WHEREAS, the Corporate Authorities have heretofore and hereby expressly determine that it is desirable and in the best interests of the City and all taxing districts having jurisdiction that the Special Tax Allocation Fund be dissolved and the designation of the Project Area be terminated.

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NOW, THEREFORE BE IT ORDAINED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois, by and through its home rule powers, as follows:

Section 1. The Incorporation of Preambles. The Corporate Authorities hereby find that all of the recitals contained in the preambles to this Ordinance are true and correct and do hereby incorporate them into this Ordinance by this reference.

Section 2. Special Tax Allocation Fund Dissolved. The Downtown Special Tax Allocation Fund is hereby dissolved.

Section 3. Designation of Project Area Terminated. The designation of the Downtown Bloomington Redevelopment Project Area is confirmed to have been terminated as of December 21, 2009.

Section 4. Repealer. All ordinances, resolutions, orders or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

Section 5. Effective Date. This Ordinance shall be in full force and effect upon its passage and approval, as provided by law.

PASSED this 27th day of April, 2015.

AYES: 9

NAYS: 0

ABSENT: 0

APPROVED:

Tari, Renner
Mayor

ATTEST:

Renee Gooderham
Interim City Clerk

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Ordinance be passed.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Special Tax Allocation Fund Dissolution of the Market Square Redevelopment Project Area and Tax Increment Financing (TIF) Amended Budget Ordinance

RECOMMENDATION/MOTION: That the Dissolution Ordinance of the Market Square Redevelopment Project Area TIF and the Amended Budget Ordinance adding \$1,815 to the Market Square TIF - Interest on Investments (30300300-56010) and Other Purchased Services (40300300-70690) and the reallocating of \$306,233.25 – Other Purchased Services (30300300-70690) to the General Fund (30300300-89100) be approved and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 3. Grow the Local Economy

STRATEGIC PLAN SIGNIFICANCE: Objective 3e. Strong working relationship among the City, businesses, economic development organizations.

BACKGROUND: The City previously adopted an ordinance in 1986 in accordance with the Tax Increment Allocation Redevelopment Act of establishing the redevelopment of the Market Square Project Area. The activities of this TIF District are accounted for in the Market Square TIF Bond Redemption Fund. All projects (i.e., a full service truck stop and a 60,000 square foot shopping center) in same were completed leaving surplus revenue that can be distributed to taxing bodies after fund closure. The surplus funds distribution calculation has been made in accordance with State guidelines and the adoption of this Ordinance will close the fund. The City will receive \$306,233.35 of the total \$953,544 surplus.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: In closing the Market Square Special Tax Allocation Fund also known as the Market Square TIF Bond Redemption, surplus funds will be distributed as follows: \$647,310.65 (30300300-70690) to the State and \$306,233.35 (30300300-89100) to the City's General Fund (10019180-85330) and reallocating \$306,233.35 – Other Purchased Services (30300300-70690) to the General Fund (30300300-89100). Stakeholders can locate this in the FY 2015 Budget Book titled "Other Funds & Capital Improvement Program" on page 92.

Respectfully submitted for Council consideration.

Prepared by: Paulette Hurd, Chief Accountant

Reviewed by: Patti-Lynn Silva, Finance Director

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

ORDINANCE NO. 2015 - 20

AN ORDINANCE OF THE CITY OF BLOOMINGTON, MCLEAN COUNTY, ILLINOIS, DISSOLVING THE SPECIAL TAX ALLOCATION FUND FOR THE MARKET SQUARE REDEVELOPMENT PROJECT AREA

WHEREAS, the City of Bloomington, McLean County, Illinois (the “*City*”) is a duly organized and validly existing home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the Mayor and City Council of the City (the “*Corporate Authorities*”), pursuant to Ordinance Nos. 1986-74, 1986-75, and 1986-76, respectively, adopted on June 9, 1986, in accordance with the Tax Increment Allocation Redevelopment Act of the State of Illinois, 65 ILCS 5/11-74.4-1, *et seq.*, as from time to time amended (the “*TIF Act*”), approved the Market Square Tax Increment Financing Redevelopment Plan (the “*Plan*”), for a specific area qualifying as a redevelopment project area under the TIF Act (the “*Project Area*”); designated the Project Area as a “redevelopment project area,” as that term is defined under the TIF Act; and adopted tax increment allocation financing for the purpose of implementing the Plan for the Project Area; and,

WHEREAS, the Corporate Authorities, extended the estimated date for completion of the Plan and the retirement of obligations to finance redevelopment project costs incurred in connection with the Project Area; and,

WHEREAS, the Corporate Authorities have determined that it is desirable and in the best interests of the City and all taxing districts having jurisdiction that the Special Tax Allocation Fund for the Project Area be dissolved; and,

WHEREAS, the Corporate Authorities have now paid or provided for all of the obligations incurred in connection with the designation of the Project Area and are now prepared to dissolve the Special Tax Allocation Fund for the Project Area and to calculate and distribute all remaining funds after providing for the payment of any final administrative costs as mandated by the TIF Act.

NOW THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois, as follows:

Section 1. The foregoing recitals are hereby incorporated into this Ordinance as if restated in this Section.

Section 2. The Special Tax Allocation Fund for the Market Square Redevelopment Project Area is hereby dissolved.

Section 3. The Corporate Authorities are hereby directed to calculate and distribute all funds remaining in the Special Tax Allocation Fund for the Market Square Redevelopment

Project Area, after providing for the payment of any final administrative costs, in accordance with the requirements of the TIF Act.

Section 4. The designation of the Market Square Redevelopment Project Area is confirmed to have been terminated as of December 31, 2013.

Section 5. All ordinances, resolutions, orders of parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

Section 6. This Ordinance shall be in full force and effect upon its passage and approval, as provided by law.

PASSED this 27th day of April, 2015.

AYES: 9

NAYS: 0

ABSENT: 0

APPROVED:

Tari Renner
Mayor

ATTEST:

Renee Gooderham
Interim City Clerk

ORDINANCE NO. 2015 – 21

**AN ORDINANCE AMENDING THE BUDGET ORDINANCE
FOR THE FISCAL YEAR ENDING APRIL 30, 2015**

WHEREAS, on April 21, 2014 by Ordinance Number 2014 - 35, the City of Bloomington passed a Budget and Appropriation Ordinance for the Fiscal Year Ending April 30, 2015, which Ordinance was approved by Mayor Tari Renner on April 28, 2014; and

WHEREASE, a budget amendment is needed as detailed below;

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

Section One: Ordinance Number 2014 - 35 (the Budget and Appropriation Ordinance for the Fiscal Year Ending April 30, 2015) is further hereby amended by inserting the following line item and amount presented in Exhibit #1 in the appropriate place in said Ordinances.

Section Two: Except as provided for herein, Ordinance Number 2014 - 35 shall remain in full force and effect, provided, that any budgeted or appropriated amounts which are changed by reason of the amendments made in Section One of this Ordinance shall be amended in Ordinance Number 2014 - 35.

Section Three: This Ordinance shall be in full force and effect upon its passage and approval.

PASSED the 27th day of April 2015.

APPROVED the 28th day of April 2015.

APPROVED:

Tari Renner
Mayor

ATTEST:

Renee Gooderham
Interim City Clerk

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Dissolution Ordinance of the Market Square Redevelopment Project Area TIF and the Amended Budget Ordinance adding \$1,815 to the Market Square TIF - Interest on Investments (30300300-56010) and Other Purchased Services (40300300-70690) and the reallocating of \$306,233.25 – Other Purchased Services (30300300-70690) to the General Fund (30300300-

89100) be approved and the Mayor and City Clerk authorized to execute the necessary documents.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Lake Bloomington Lease Transfer Petition for Lot 1, Block 24 of Camp Potawatomie, from William B. Eaton, and the heirs of his two sons to Jennifer Jo Peifer

RECOMMENDATION/MOTION: That the Lake Lease Transfer be approved and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: The sewage disposal system inspection was completed in November, 2014. The septic system appears to be functioning normally. The septic tank does not need to be pumped. Septic tank has no outlet and home owners pump as needed during summer season. The age of the sewage disposal system is over eighty-two (82) years. The McLean County Health Department estimates sewage disposal systems have an average life span of approximately twenty to twenty-five (20-25) years. However, this can be affected greatly by usage patterns of the premises (seasonal versus full time occupancy) and system maintenance.

William B. Eaton's Will, filed December 15, 1981, lists his two (2) sons William B. Eaton Jr. and Robert B. Eaton as heirs to the property at Lake Bloomington. The sons have died and left same to their children: Gregory L. Eaton; James D. Eaton; Lucinda Lee Larsen, Anne Elizabeth Kiper; Rebecca Sue Pease; Timothy Robert Eaton; David Eric Eaton and Jennifer Jo Peifer. The children are selling their interest to Jennifer Jo Peifer.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: This petition will have a neutral financial impact in that the current lease uses the current formula, (\$0.40 per \$100 of Equalized Assessed Value), for determining the Lake Lease Fee. With this transfer, the lake lease formula will generate about \$217.19 per

year in lease income. The lake lease income will be posted to Lake Maintenance-Lease Income (50100140 – 57590). Stakeholders can locate this in the FY 2016 Proposed Budget Book titled “Other Funds & Capital Improvement Program” on page 104.

Respectfully submitted for Council consideration.

Prepared by: Connie Fralick, Office Manager

Reviewed by: Brett Lueschen, Interim Water Director

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Lake Lease Transfer be approved and the Mayor and City Clerk authorized to execute the necessary documents.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Acceptance of a \$20,000 Donation from Curative Health Inc., a subsidiary of Columbia Care LLC to create summer jobs for At Risk Youth

RECOMMENDATION/MOTION: That the donation in the amount of \$20,000 be accepted and earmarked for funding At Risk Youth.

STRATEGIC PLAN LINK: Goal 4. Strong Neighborhoods

STRATEGIC PLAN SIGNIFICANCE: Objective 4a. Residents feeling safe in their homes and neighborhoods. Objective 4e. Strong partnerships with residents and neighborhood associations.

BACKGROUND: Curative Health Inc. a subsidiary of Columbia Care LLC is donating \$20,000 to the City to create summer jobs for at risk youth. Columbia Care, LLC, a large privately-owned holding company has investments in the Healthcare, Real Estate, Technology and Financial Services sectors. Embedded within the healthcare area Columbia Care LLC owns state-licensed medical marijuana dispensaries and cultivation facilities in various states.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:

FINANCIAL IMPACT: These funds will be earmarked in the General Fund for summer jobs for At Risk Youth. There will be no impact to the City's finances.

Respectfully submitted for Council consideration.

Financial & Budgetary review by: Patti-Lynn Silva, Finance Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Alderman Lower questioned Columbia Care, LLC expectations. Mayor Renner believed there were none.

Motion by Alderman Black, seconded by Alderman Hauman that the donation in the amount of \$20,000 be accepted and earmarked for funding At Risk Youth.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Lower, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe .

Nays: None.

Motion carried.

The following was presented:

SUBJECT: Contract Award to Midwest Fiber, Inc. for recyclables

RECOMMENDATION/MOTION: Recommend that the Contract for receiving recyclables be awarded to Midwest Fiber, Inc. and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 5. Great Place—Livable, Sustainable City

STRATEGIC PLAN SIGNIFICANCE: Objective 5a. Well-planned City with necessary services and infrastructure.

BACKGROUND: Bloomington's contracted recycling firm, Midwest Fiber, is a regional company with a single stream Materials Recovery Facility in west Normal. The company has proven to be an extremely reliable partner. Its convenience and the quality of a nearly new facility on White Oak Rd. make it nearly impossible for other recyclers to compete with it. Normal also uses Midwest. The firm, with its single stream capability, has partnered with Bloomington as the City significantly increased its volume of recyclables and diverted recyclables from the household waste stream and landfilling. According to Midwest, City customers recycled 4,633 tons in 2013, up 42 percent from the previous year. The increase related to the City's efforts and implementation of the recycling cart program. For 2014, recycling rose another 6.6 percent, to 4,937 tons. (Please see chart.)

On April 22, 2013, the Council approved a two (2) year contract extension with Midwest, with an option of two (2) one (1) year extensions after that if the parties mutually agree. Midwest informed the City recently that it does not wish to extend the contract but instead wishes to enter a five (5) year agreement instead. Staff responded with the preference for a three (3) year agreement with one (1) two (2) year extension. Midwest Fiber modified their contract request. A copy of this request is attached. Staff recommends the agreement.

Shared risk, shared benefit model

As with the expiring contract, the new contract uses the model of shared risk, shared benefit. This means Midwest will pay the City a portion of its revenue for sale of recycling materials. The revenue is based on the commodities indexing of the various materials and the quantities delivered by Bloomington as the supplier. If the commodities markets sink low enough, Midwest will instead charge the City for taking Bloomington recycling. Revenue was gained by Bloomington in every month of 2014. In January, Bloomington paid. The net revenue for recycling in calendar year 2014 was \$23,484.

This contract model benefits the City. A model of set commodities fees, in which the recycler sets commodity rates for the supplier, generally results in exceedingly low returns for the supplier (in this case, the City) because companies must ensure their own profitability. As noted by the U.S. Environmental Protection Agency:

“One of the greatest sources of uncertainty in recycling is the level of prevailing prices for commodities such as newspaper, mixed paper, corrugated, glass, plastic, and metal cans. Prices for commodities vary tremendously over several years, and this presents a significant risk to the processor. Typically, a risk-averse processor will seek to do one of two things: (1) assume a very low price for commodities in preparing a price proposal to

avoid losses or (2) try to share the risk with the local community. In general, sharing the risk will result in lower processing costs to the community and the potential for some profit.” (“Improving Recycling’s Economic Profile; Processing Costs,” epa.gov.)

Recycling costs money

The revenue from Midwest Fiber does not equate to the City making money from recycling. Instead, it represents a modest offset of costs.

The City’s Solid Waste Analysis showed recycling accounted for 9.16 percent of the cost of the Bloomington Solid Waste Program in FY 2012. In FY16 dollars, this equals to nearly \$775,000, although more thorough study would be required to produce a precise, updated number.

The true benefit of City recycling rests with values: values of preserving resources and diverting materials that would otherwise be needlessly landfilled.

Processing fee

The base processing fee also changes in the new contract by discounting the fee to the City based on volume. In both contracts, the cost to the supplier can go up a maximum 2 percent based on the Midwest Area Consumer Price Index of all Urban Consumers. The new contract reduces this fee for large volumes.

For the ongoing calendar year, the base processing rate is \$78.75 per ton. This is compared to \$46.46 per ton charged at the McLean County Landfill. In practical terms, the revenue generated through the Midwest shared risk, shared benefit contract has allowed the City to recycle while incurring no cost to unload recyclables on most months. Had all of Bloomington’s recyclables gone to the landfill instead, the tipping fee for that material would have been \$229,386 in calendar year 2014. Midwest Fiber also has agreements with private haulers serving Peoria, Champaign and Springfield. Midwest considers information about base processing rates with these companies to be proprietary.

Contract terms

The contract runs from May 1, 2015, to April 30, 2018. The contract may be extended for one (1) two (2) year period if both parties agree to an extension.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Town of Normal was contacted to verify that consistent services, revenue and fees apply to Bloomington and Normal for materials collected at the curb and taken to Midwest Fiber.

FINANCIAL IMPACT: The FY 2016 Budget will allocate revenue to Solid Waste-Recycling Materials (54404400-54400). If the City has to pay, the expenditure will be charged to Solid Waste-Recycle Transfer Fee (54404400-70667). This can be located in the FY 2016 Proposed Budget Book titled “Other Funds & Capital Improvement Program” on page 126. The FY 2016 Solid Waste-Landfill Fees (54404400-70650) budget will be lowered by \$50,000 moving it to the Solid Waste-Recycle Transfer Fee (54404400-70667) budget to account for this possible expense.

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Public Works Administration

Reviewed by: Jim Karch, PE CFM Public Works Director

Reviewed by: Steve Rasmussen, Asst. City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

RECYCLABLE MATERIAL SUPPLY AGREEMENT

This Agreement is dated _____ and is between:

City of Bloomington
109 E. Olive St.
Bloomington, Il 61701
109 E. Olive St. Bloomington, IL 61701
Tel: 309-434-2225

and

Midwest Fiber, Inc., an Illinois corporation ("Midwest")
422 S. White Oak Road
Normal IL 61761

Tel: 309-452-0064

The parties agree as follows:

1. Definitions:

(a) "Material" means all single stream recyclable material that meets the quality requirements of Section 6 and fully described in Exhibit B.

(b) "Residuals" means non-recyclable items mistakenly believed to be recyclable by consumers and placed into collected recycling bins, where such items do not pose any adverse effect to human health or the environment.

(c) "Non-Acceptable Materials" means any municipal putrescible waste, yard waste, hazardous waste, medical waste, electronic waste or any other hazardous materials or substances.

(d) "Term" means the period that this Agreement is in effect.

(e) "Supplier" means City of Bloomington.

(f) "Holidays" means Christmas Day.

2. Supply of Material. During the Term, Supplier shall sell and deliver to Midwest and Midwest shall accept and purchase from Supplier the Material generated by Supplier. Supplier makes no guarantee to Midwest that a certain volume of the Material shall be sold and delivered to Midwest by Supplier during the term of this Agreement.

3. Price. The price for the Material shall be as stated in Exhibit A. Applicable weights shall be determined by Midwest based on receiving weight receipts, subject to adjustment under Section 6 for nonconforming Material.

4. Delivery. Supplier shall deliver the Material to Midwest's location at 422 S. White Oak Rd, Normal, IL. Title to the Material shall pass to Midwest upon acceptance by Midwest, subject to Midwest's right of rejection under Section 6. Supplier's vehicles shall be unloaded expeditiously by Midwest. For weeks with Holidays, Midwest shall coordinate with Supplier additional offloading hours at its Normal, Illinois, location. The additional hours may be extended operating hours or Saturday hours. The recycle center shall be open from 6:30am to 3:00pm for the receipt of the City's acceptable recycling material (with the exception of Christmas Day).

5. Payment. For Material delivered during a calendar month, Midwest shall pay Supplier, or Supplier shall pay Midwest, as the case may be, the price due under Section 3, thirty (30) days from date of invoice submission by Supplier to Midwest of weight ticket copies. Interest will be charged on all amounts not paid when due at a rate of two percent (2%) per month.

6. Quality.

(a) Commingled/Single Stream Material: Supplier agrees to use reasonable efforts to collect, receive and deliver Single Stream Material and to prevent the collection and delivery of excess Residuals and Non-Acceptable Materials. Residuals and Non-Acceptable Materials shall not exceed 9% by weight of delivered Material.

(c) Midwest has no obligation to accept or purchase Material that does not meet the standards of this Section 6. Supplier shall remain fully responsible for the proper handling and disposal of any Non-Acceptable Materials and shall indemnify Midwest against all costs, and expenses (except for fines) relating to the proper handling and disposal of any Non-Acceptable Materials. All quality issues shall be handled in accordance with general industry

procedures. If Midwest's inspection of Material, either at time of delivery or prior to processing, discloses any nonconformity with this Section 6, the Material may be rejected by weight adjustment or by the entire shipment at Midwest's election, or downgraded in value accordingly by Midwest. If Midwest discovers any nonconformity with this Section 6, it shall immediately notify Supplier via telephone or email of such nonconformity by calling or emailing the Director of Public Works. In addition, Midwest shall document any such nonconformity, for example by taking photographs of such Non-Acceptable Material.

7. Term. This Agreement is for an initial term beginning May 1, 2015, and ending April 30th 2018. The contract can be extended after May 1st 2018, for one, two year period at the mutual consent of both parties which shall be demonstrated in writing and executed by both parties. During an extended term of this Agreement, all of the terms and conditions of this Agreement, shall remain the same and continue in full force and effect.

8. Confidentiality. Confidential information disclosed by a party to the other party, including volumes and pricing of the Material purchased by Midwest under this Agreement, shall be held in strict confidence and not communicated to any third person, except as provided by law.

9. Indemnification for Third Party Claims. Each party (the "Indemnifying Party") agrees to indemnify and hold harmless the other party and its parent company, affiliates, subsidiaries, agents, employees, officers, directors, successors, and assigns (the "Indemnified Party") from and against any and all claims, demands, judgments, assessments, damages, fines, penalties, costs, expenses, liabilities, or losses, including but not limited to sums paid in settlement of claims, attorneys' fees, consultant fees, and expert fees, incurred or suffered by or claimed against the Indemnified Party by reason of a third party claim for personal injury or property damage alleged to have been caused by the Indemnifying Party's negligence or willful misconduct in its performance of this Agreement or in the operation of its business, except to the extent that such personal injury or property damage is caused by negligence or willful misconduct of the Indemnified Party. This provision shall survive any termination of this Agreement.

10. Default. A party shall be in default under this Agreement if it: (a) fails to cure a monetary breach within fifteen (15) calendar days after written notice of default; or (b) fails to cure a non-monetary breach within thirty (30) calendar days after written notice of default. In the event of default, the non-defaulting party, in addition to any other remedies, may terminate this Agreement without further notice or liability, except that any such termination shall not affect rights or obligations accrued or owed prior to effective date of termination.

11. Limitation of Liability. Midwest and Supplier waive all claims against each other (and against each other's parent company, affiliates and subsidiaries and their respective members shareholders, officers, directors agents and employees) for any consequential, incidental, indirect, special, exemplary or punitive damages (including loss of actual or anticipated profits, revenues or product loss by reason of shutdown or non-operation; increased expense of operation, borrowing or financing; loss of use or productivity; or increased cost of

capital) arising out of this Agreement ; and regardless of whether any such claim arises out of breach of contract or warranty, tort, product liability, strict liability or any other legal theory.

12. Notices. Any notice required by the terms of this Agreement, other than a notice of nonconformity under Section 6, shall be given in writing, whether by actual delivery of the notice to the party thereunto entitled, or by the mailing of the notice in the United States mail, first class postage prepaid, to the address of the party entitled thereto, certified mail, return receipt requested. The notice shall be deemed to be received on the date of its actual receipt, if delivered by hand, and on the date of its mailing, if delivered by mail. All notices, demands or other communications to any of the other parties to this Agreement shall be addressed as follows:

Midwest:

Midwest Fiber, Inc.
422 S. White Oak Road
Normal, Illinois 61761
Attention: Todd Shumaker

Supplier:

City of Bloomington
109 E. Olive St
Bloomington, IL 61701

The address of any party hereto may be changed by notice to the other party duly served in accordance with the provisions hereof.

13. Excused Non-Performance. Neither party shall be liable to the other for failure to carry out this Agreement in whole or in part when such failure is due to strikes, lockouts, other labor problems, fires, floods, earthquakes, severe weather conditions, other Acts of God, freight embargoes, transportation delays, governmental or administrative prohibitions, riots, acts of public enemies, terrorism, or other causes beyond the control of the parties.

14. Compliance with Law. Each party shall comply and cause each of its employees, agents, and subcontractors to comply with all applicable laws pertaining to its performance of this Agreement.

15. Authority. Each party, and each individual signing on behalf of each party, represents and warrants to the other that it has full power and authority to enter into this Agreement and that its execution, delivery, and performance of this Agreement has been fully authorized and approved, and that no further corporate approvals or consents are required to bind such party.

16. Restrictive Covenants.

(a) During the term of this Agreement, Midwest and Supplier shall not, either directly or indirectly, induce or attempt to induce any employees of the other to leave the employment of the other; and

17. Modification. This Agreement may not be amended or modified except in writing signed by the parties.

18. Waiver. Any failure by a party to enforce any right or remedy on default by the other party shall not impair the ability to enforce such right or remedy as to subsequent defaults or be construed as a waiver. Either party's consent to or approval of any act by the other shall not be deemed to waive or render unnecessary the requirement of consent or approval of any subsequent act by either party.

19. Midwest Warranties. Midwest warrants to Supplier that:

(a) The transfer and processing of the Material will be performed in full compliance with all Federal, State and local laws, rules, regulations and ordinances.

(b) Midwest has the requisite knowledge and experience necessary to perform the services required under this Agreement.

(c) The Processing/Receiving/Transfer Locations have been issued all governmental permits, licenses, authorizations and approvals required for the transfer and processing of the Material. Upon request, Midwest will furnish to Supplier copies of permits, licenses, authorizations and approvals in effect relating to the transfer and processing of the Material. If any change occurs to such permits, licenses, authorizations or approvals which materially affects any obligation under this Agreement, Midwest shall promptly notify Supplier.

(d) Midwest has not received any notice, complaint, or administrative citation ("Notice") alleging that Midwest or the Processing and/or Receiving/ Transfer Locations are in material noncompliance with any applicable Federal, State or local environmental laws, regulations or ordinances, including, but not limited to any notice alleging that there has been a release or threatened release of hazardous substances (as defined in Section 101(14) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. §§6901 et seq.) at the Processing and/or Receiving/Transfer Locations. If Midwest receives such Notice during the term of this Agreement regarding the Processing Location and/or Receiving/Transfer Locations, Midwest shall promptly notify Supplier of such Notice.

20. Supplier Warranties. Supplier warrants to Midwest that:

(a) Supplier's collection of the Material and transportation of Material to Midwest's site and handling and disposal of Midwest's waste will be performed by Supplier in full compliance with all Federal, State and local laws, rules, regulations and ordinances.

(b) Supplier has the requisite knowledge and experience necessary to perform the services required under this Agreement.

(c) Supplier has been issued all governmental permits, licenses, authorizations and approvals required for the collection and transportation of the Material and the landfills listed in Section 7 have issued all governmental permits, licenses, authorizations and approvals required for the disposal of Midwest's waste. Upon request, Supplier will furnish to Midwest copies of such permits, licenses, authorizations and approvals in effect. If any change occurs to such permits, licenses, authorizations or approvals which materially affects any obligation under this Agreement, Supplier shall promptly notify Midwest.

(d) Supplier has not received any notice, complaint, or administrative citation ("Notice") alleging that Supplier or the landfills listed in Section 7 are in material noncompliance with any applicable Federal, State or local environmental laws, regulations or ordinances. If Supplier receives such Notice during the term of this Agreement, Midwest shall promptly notify Supplier of such Notice.

21. Insurance. Midwest represents to Supplier and Supplier represents to Midwest that it now carries, and will continue during the term of the Agreement to carry, Worker's Compensation/Employers' Liability Insurance, Comprehensive General Liability Insurance and Comprehensive Automobile Liability Insurance in the following amounts:

COVERAGE	MINIMUM LIMITS OF LIABILITY
Worker's Compensation – Coverage A Employer's Liability – Coverage B	Statutory \$500,000
Commercial General Liability (including broad form property damage, contractual liability, products/completed operations, and bodily injury)	\$2,000,000 each occurrence
Commercial Automobile Liability (Owned, Hired, and Non-owned Vehicles for both bodily injury and property damage)	\$1,000,000 each occurrence
Umbrella Excess Liability (over and above the Commercial General Liability and Commercial Automobile Liability coverages indicated above)	\$4,000,000 each occurrence

Supplier shall be named as an Additional Insured on Midwest's Commercial General Liability policy and Midwest shall be named as an additional insured on Supplier's Commercial General Liability policy.

Within five (5) days of the execution of this Agreement, each party shall provide the other with Certificates of Insurance showing the existence of the insurance required hereunder, and which contain the following or equivalent clause: "Before cancellation of the insurance policy, thirty (30) days prior written notice thereof shall be given to (name of other party)."

22. Severability. If any provision of this Agreement is held invalid or unenforceable, it shall not affect the validity or enforceability of remainder of this Agreement, and to this end the provisions of this Agreement are declared severable. If such invalidity becomes known or apparent, the parties agree to negotiate promptly in good faith to amend such provisions to be as consistent as possible with the original intent.

23. Integrated Agreement. This Agreement constitutes the entire agreement of the parties regarding its subject matter and supersedes all prior negotiations, representations and understandings.

24. Independent Contractor. Each party is and shall perform this Agreement as an independent contractor, and as such, shall have and maintain complete control over all of its employees, agents, and operations. Neither party nor anyone employed by it shall be, represent, act, purport to act or be deemed to be the agent, representative, employee or servant of the other party.

Executed as of the date first written above.

Midwest Fiber, Inc.

City of Bloomington

By: _____
Its _____

By: _____
Its _____

MATERIAL:

<u>SINGLE STREAM MATERIAL: COMPONENT</u>	<u>PERCENTAGE</u>
Steel Cans	2.1%
UBCs	0.9%
HDPE-N	3.5%
HDPE-C	1.3%
PET	1.3%
Plastics #3, #4, #5, #7	1.5%
Glass	17.7%
Newspaper	49.1%
Cardboard	14.7%
RESIDUALS	7.9%

Midwest shall review the PERCENTAGE of each COMPONENT of the MATERIAL on an as needed basis and has the option to revise the PERCENTAGE of each COMPONENT according to the most recent twelve month average experience.

Pricing

The price for the Single Stream Material is described as Exhibit A, delivered by Supplier, shall be the Total Market Value of the Material (determined based on the percentage and the Value/ton of each component of the Single Stream Material as shown in the table) less the processing fees.

Processing fee table

Processing fee for balance of 2015 will be \$78.75 per ton.

The processing fee shall be adjusted at the beginning of each calendar year, using the table below based previous 12 months volume supplied too Midwest Fiber Recycling. Additionally by the annual percentage increase (if any), of the Midwest Area Consumer Price Index of all Urban Consumers published by the U.S. Bureau of Labor Statistics for the most recent calendar year for which such information is available; however, such increase shall not be greater than 2%.

Annual Tons	Adjusted processing rate per ton
8,400 tons or more	\$75.25per ton
6,600 tons or more	\$77.00 per ton
4,800 tons or more	\$78.75 per ton
3,000 tons or more	\$80.50 per ton
1,500 tons or more	\$82.25 per ton

Midwest shall determine the Total Market Value for each month of the term based on changes in the value/ton. The value/ton shall be based upon national industry publications reflecting the market value of community such as Secondary Materials Pricing .com and The Official Board Markets.

Exhibit A

SINGLE-STREAM MATERIAL		Market Prices**	Weighted Value	
Commodity	Percent*	\$/Lb	\$/Ton	\$
Steel Cans	2.1%	0.055	100	\$2.10
UBCs	0.9%	0.74	1600	\$14.40
PET	3.5%	0.15	225	\$7.88
HDPE- N	1.3%	0.27	480	\$6.24
HDPE- C	1.3%	0.18	440	\$5.72
Plastic Containers #3, #4, #5 & #7	1.5%	0.02	30	\$0.45
OCC (Cardboard)	17.7%	0.038	65	\$11.51
Newspaper	49.1%	0.035	50	\$24.55
Glass	14.7%	-0.018	-35	(\$5.15)
RESIDUALS	7.9%	-0.023	-46	(\$3.63)
Total Market Value	100%			\$64.07

PROCESSING FEE****	(\$77.00)
SINGLE STREAM MATERIAL RATE	(\$12.93)
Payment or (Charge) to SUPPLIER*****	

* Estimated average percentage of each recyclable commodity from a typical residential curbside recycling program.

Percentages may be adjusted on an annual basis to reflect actual experience.

** Current Market Prices are shown. Future Market Prices will be applied on a month-to-month basis,

where such prices shall typically be no less than the minimum published value for:

Containers (Aluminum UBCs, Natural HDPE, Mixed HDPE and Mixed PET)

published in the monthly issue of Secondary Materials Pricing.com.

Notes: (a) Steel cans priced per local area markets as non-densified bales.

(b) Glass Containers are recovered as Mixed Broken Glass priced per local area markets.

(c) Plastics #3, #4, #5 & #7 are marketed at available market prices.

Paper Fiber (Newspaper, Mixed Paper and Cardboard)

published in the Official Board Markets (Yellow Sheet)

If published values are not indicative of actual market values; then, actual market values will be used.

*** Residuals are non-recyclable commodities inadvertently discarded by the consumer into the curbside recycling bin and subsequently disposed of.

**** Processing Fee (fixed for 1st year of term, with CPI adjustment in subsequent years) subtracted from Total Market Value

***** Payment Per Ton for residentially collected curbside Recyclable Single Stream Material

Exhibit B

Material Single Stream

Aluminum Cans, Trays & Foil (trays & foil must be cleaned)

Steel Cans and Tins

PET Soda, Water, & Flavored Beverage Bottles (#1 clear and green plastic resin)

HDPE Milk & Juice Jugs (#2 clear plastic resin)

HDPE Detergent & Fabric Softener Containers (#2 colored plastic resin)

PVC Narrow Neck Containers Only (#3 plastic resin); such as health & beauty aid products, household cleaners.

LDPE Grocery Containers (#4 plastic resin); such as margarine tubs, frozen dessert cups, six and twelve pack rings.

PP Grocery Containers (#5 plastic resin); such as yogurt cups, and narrow neck syrup and ketchup bottles.

#7 Plastic Resin Narrow Neck Containers Only.

Plastic Buckets, such as kitty litter containers (5 gallon size maximum).

Glass Bottles and Jars (clear, brown, green, and blue): no window glass, dinnerware or ceramics.

Newspaper, including inserts (remove plastic sleeves)

Cardboard (no waxed cardboard)

Pizza Boxes (free of food waste)

Kraft (brown paper) Bags

Magazines, Catalogs and Telephone Books
Office, Computer, Notebook & Gift Wrap Paper (no metal clips, spirals, binders, or ribbons)
Chipboard (cereal, cake & food mix boxes, gift boxes, etc.)
Carrier Stock (soda & beer can carrying cases)
Junk Mail & Envelopes (no plastic cards, stick on labels or unused stamps)
Paper Back Books (can include hard cover books but remove cover)

Notes:

1. All containers to be emptied and rinsed clean.
2. No motor oil, insecticide, herbicide or hazardous chemical containers.
3. Plastic bags should be returned to grocery or department store.
4. No plastic film (no plastic sheets, tarps or wrap).
5. No expanded foam or clear polystyrene per joint advisory from the Illinois Recycling Association, Illinois Department of Commerce & Community Affairs, and Region 5 US Environmental Protection Agency.

Jim Karch, Public Works Director, addressed the Council. He believed recycling education was key. The goal was to increase same to prevent items in the landfill. Recycling was 9.2% of the Solid Waste budget. Residents had increased recycling 52% from 2012 to 2014.

Motion by Alderman Schmidt, seconded by Alderman Painter that the Contract for receiving recyclables be awarded to Midwest Fiber, Inc. and the Mayor and City Clerk authorized to execute the necessary documents.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Hauman, Sage, Fruin, Black, and Mwilambwe.

Nays: Aldermen Lower and Stearns.

Motion carried.

The following was presented:

SUBJECT: Columbian Homes Association

RECOMMENDATION/MOTION: That the City Council provide direction on a request for reduction in tap-on and connection fees for the Columbian Homes Association (CHA) subdivision.

STRATEGIC PLAN LINK: 3. Grow the Local Economy

STRATEGIC PLAN SIGNIFICANCE: 3b. Attraction of new targeted businesses that are the “right” fit for Bloomington.

BACKGROUND: The Knights of Columbus Council 574 owns the 2.7-acre CHA subdivision located at the southeast intersection of Fox Creek Rd. and Cabintown Rd. in southwest Bloomington.

This owner owes tap-on fees of \$175,461.89. The Knights of Columbus asks that the tap-on fees be reduced to \$40,398.60 to facilitate land sale for development of an assisted living facility for seniors. City staff has discussed a less generous incentive offer but one in which a sizeable portion of street tap-on fees would be waived.

Currently undeveloped, the site once was envisioned as the future home of the Council meeting and banquet hall. (The Knight of Columbus instead decided to build on RT Dunn Dr. and to sell the Fox Creek property.)

During recent conversations, a representative of the Knights of Columbus informed staff that the tap-on fees for the subdivision have hamstrung the organization's ability to market the property. City records show tap-on fees now total \$175,461.89 for the three-lot subdivision.

Staff is concerned about waiving fees to this degree because it may be perceived as a precedent. However, staff notes an unusual circumstance in this case and believes an option to reduce the tap-on fees, as explained below, should be considered.

The area has undergone substantial upgrades. It has water, sanitary sewer and urban streets. None of these improvements were done with development of the Knights of Columbus specifically in mind. The improvements came to the property without the KOC asking for them. The land is vacant and, while the owner is a not-for-profit, the property is being taxed.

The CHA property is uncommon in that it is flanked on three (3) sides by streets that have been upgraded from rural to urban quality and are subject to street tap-on fees. This creates atypically high tap-on fees. The highest portion of the tap-on fees comes from the street costs.

One option provided by staff is that the Council charge street fees only pertaining to the streets accessed by the development, in this instance.

For example, if the development only accesses Fox Creek Rd., all fees associated with Cabintown Rd. north-south and Cabintown Rd. east-west would be waived. The street tap-on for Fox Creek Rd. access would be \$42,911.30, and the property owner would save \$94,664.70 in this example by not accessing Cabintown Rd. All tap-on fees combined, plus interest, would total \$80,797.19 instead of \$175,461.89 in the example.

The street portion of fees per street is as follows:

- Fox Creek Rd.: \$42,911.30.
- Cabintown Rd. East-West: \$43,568.15.
- Cabintown Rd. North-South: \$51,096.55.
- (The sewer and water tap-ons of \$37,885.89 are not included in the above)

The full costs by lot and by type of tap-on (water, sewer, street) are provided in the attached spreadsheets. These fees were recalculated by the Public Works Department on April 7, 2015, to show updated interest charges.

The seller of the property, Knights of Columbus, is a not-for-profit Catholic fraternal organization that has been active in the community since 1901. It reports membership at 445 families. It bought the land prior to much of the infrastructure development and cannot now afford pay tap-on fees, according to the Knights of Columbus.

Staff believes a reduction in the tap-on fees can be supported out of the equities and unusual circumstances of the property. The primary options are therefore as follows:

- (1) Require the Knights of Columbus to pay the full amount of water and sewer tap-on / street connection fees (\$175,461.89);
- (2) That street fees only be charged to those streets accessing the development (based on a connection to Fox Creek Road at a reduction of \$94,664.70) and leaving a fee of \$80,797.19;
- (3) Grant the request of the Knights of Columbus and lower the tap-on/street fees to \$40,398.60; or
- (4) A reduction at a different amount than outlined above.

The City Council should also consider requiring the development of the property as a condition to any reduction.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: The second option would allow the City to recover \$175,461.89 in cost of building infrastructure in southwest Bloomington, *minus fee mitigation based on roads access by the development*. This leaves a total fee due of \$80,797.19 and the arrangement would create conditions more favorable to development of vacant land and while taking into account the special circumstances of the property.

Reducing tap-on fees to \$40,398.60, as requested by the Knights of Columbus, would represent a 77 percent discount. It would result in a loss of potential City revenue of \$135,461.89. However, it could produce immediate development on currently vacant land.

Austin Grammer, Economic Development Coordinator for the City, conducted an economic analysis, which is attached. Mr. Grammer noted potential value of the subdivision, benefit of jobs created in construction and operation of the facility and related positive economic impact. Mr. Grammer calculated that revenue lost from the waiver of tap-on fees, as proposed by the landowner, could be recovered within 2.5 years from increased property tax on the site if the development proceeded.

Respectfully submitted for Council consideration.

Prepared by:

Stephen Arney, Public Works Administration

Reviewed by: Steve Rasmussen, Asst. City Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Steve Reasmussen, Asst. City Manager, addressed the Council. He noted that a Work Session had been held on this subject earlier in the evening.

Alderman Fruin recused himself. He stated that he was an active member of the Knight of Columbus (KOC). He does not attend meetings nor had he held officer positions. Alderman Fruin left the dais at 7:58 p.m.

Dan Deenen, attorney for CHA, addressed the Council. He noted that the KOC were a fraternal organization. The land was purchased to provide options for KOC's future home. KOC later decided to build at RT Dunn Dr. The lot was later subdivided. The belief was same would create marketable. He cited the Recession for not obtaining same.

Mr. Deenen stated that an assisted living facility was interested in the property. Paying tap on and connection fees would render the land as a loss for KOC.

Alderman Lower disclosed that KOC had allowed him to hold Ward Meetings at the RT Dunn Dr. facility.

Alderman Sage believed an assisted living facility was a reasonable use. Other business types could increase traffic.

Alderman Hauman questioned setting a precedent. Jeff Jurgens, Corporation Counsel, stated that a policy could be established to distinguish between charitable organizations and developers.

Motion by Alderman Lower, seconded by Alderman Stearns to to Discount the Tap-On and Connection fees for the Columbian Homes Association (CHA) subdivision by \$40,398.60 and setting the amount due to \$40,000 contingent upon: 1.) execution of an Agreement between the Knights of Columbus and the City Manager providing for the Sale and Development of the property for a Business Use within two (2) years of Execution of the Agreement that will generate at least \$52,000 per year in Tax Revenue to the City and Authorizing the City Manager to Execute such an Agreement in a form Approved by same, and 2.) upon the Property being Re-Zoned to a Single Lot with Connection only to Fox Creek Rd.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Lower and Streans.

Nays: Alderman Schmidt, Painter, Hauman, Sage, Black and Mwilambwe.

Motion failed.

Motion by Alderman Sage, seconded by Alderman Hauman to Discount the Tap-On and Connection fees for the Columbian Homes Association (CHA) subdivision by \$94,664.70 and setting the amount due to \$80,797.19 contingent upon: 1.) execution of an Agreement between the Knights of Columbus and the City Manager providing for the Sale and Development of the property for a Business Use within two (2) years of Execution of the Agreement that will generate at least \$26,000 per year in Tax Revenue to the City and Authorizing the City Manager to Execute such an Agreement in a form Approved by same, and 2.) upon the Property being Re-Zoned to a Single Lot with Connection only to Fox Creek Rd.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Hauman, Sage, Lower, Streans, Black, and Mwilambwe.

Nays: None.

Motion carried.

Alderman Fruin returned at 8:28 p.m. Alderman Black left the dais at 8:28 p.m.

The following was presented:

Presentation of Annual Fire Department Report, presented by Brian Mohr, Fire Chief.

Brian Mohr, Fire Chief, addressed the Council. He noted that the Fire Department operates five (5) manned stations.

Alderman Black returned at 8:31 p.m.

Chief Mohr stated shifts were twenty-four (24) on forty-eight (48) off.

Mayor Renner and Alderman Stearns left the dais at 8:31 p.m.

Call volumes had increased twenty-six percent (26%). There were 7,933 EMS responses. Chief Mohr cited the top five response types: 1.) breathing problems; 2.) motor vehicle accidents; 3.) nonspecific sick person; 4.) unconscious / fainting and 5.) falls. The

National Fire Protection Association (NFPA) 1710 was a standard regarding personnel deployment and fires and medical emergencies response time. He cited response time analysis. The goal was six (6) minutes. Current time was eight (8) minutes for Fire and nine (9) minutes for EMS.

Mayor Renner returned at 8:34 p.m.

The busiest day of the week was Friday (15.02%) and the slowest day was Thursday (13.90%).

Alderman Stearns returned at 8:35 p.m.

Accomplishments cited were: International Organization for Standardization (ISO) class two (2) rating, updated radios to utilize STARCOM, apparatus replacement and HQ Station maintenance. The FY 16 focus would include: new agreement with Central IL Regional Airport, collaboration with Town of Normal on shared Automatic Vehicle Location, video conferencing, update Emergency Operation Plan, upgrade Firehouse Reporting Software, update run card for improved response time using New Priority Dispatch System, integration of pre plan information with the CAD, exhaust removal systems, and health and wellness initiative to decrease on the job injuries.

Alderman Mwilambwe questioned vacancies. Chief Mohr responded nine (9). The Entry Level Firefighter list was exhausted.

The following was presented:

SUBJECT: An Ordinance Establishing the Salary for the City Manager

RECOMMENDATION/MOTION: That the Ordinance be passed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Goal 1. Objective d. City services delivered in the most cost effective manner.

BACKGROUND: On April 22, 2013, the Council approved the third employment agreement with David A. Hales, City Manager. This contract is scheduled to expire on January 11, 2017.

On January 12, 2015, the Council met in Executive Session regarding the City Manager's Performance Evaluation. Mr. Hales has been given a Commendable rating for the 2014 rating period.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Salary increase based upon the performance evaluation.

Respectfully submitted for Council consideration.

Prepared by: Beth Oakley, Executive Assistant

Reviewed by: Laurie Wollrab, Compensation & Benefits Manager
Nicole Albertson, Human Resources Director

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeff Jurgens, Corporate Counsel

Recommended by:

Tari Renner
Mayor

ORDINANCE NUMBER 2015 - 22

AN ORDINANCE ESTABLISHING THE SALARY FOR THE CITY MANAGER

WHEREAS, the salary of City Manager David A. Hales was last increased on January 13, 2014, said salary being \$176,439; and,

WHEREAS, in the contract between the City of Bloomington and David A. Hales, the City agreed to increase said salary and/or other benefits of the City Manager in such amounts and to such extent as the City Council may determine that it is desirable to do so on the basis of an annual salary review of said Manager subject to satisfactory performance evaluations; and,

WHEREAS, the performance of the City Manager was Commendable, which resulted in an increase of 2.6% in the City Manager's base salary effective January 12, 2015; and,

**BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF BLOOMINGTON, ILLINOIS:**

Section One: The base salary of the City Manager is established to be \$181,026.44 effective January 12, 2015.

Section Two: This ordinance shall be effective upon passage and approval.

Section Three: This ordinance is passed and approved pursuant to the home rule authority granted by Article VII, Section 6 of the 1970 Illinois Constitution.

PASSED this 27th day of April, 2015.

APPROVED this 28th day of April, 2015.

APPROVED:

Tari Renner
Mayor

ATTEST:

Renee Gooderham
Interim City Clerk

Mayor Renner noted that all Aldermen were asked to submit written comment to assist with the evaluation process. The majority of Council awarded David Hales, City Manager, a Commendable from five (5) rating category.

Alderman Lower cited concerns. He believed same would set a precedent in an economy that was in decline. He requested pay increase freezes for all employees.

Alderman Stearns believed that the evaluation should be a public process. The City Manager was critical to staff's moral and performance.

Alderman Black cited the additional meetings that the City Manager attends. He believed the city's direction was positive.

Motion by Alderman Schmidt, seconded by Alderman Hauman that the Ordinance be passed.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Hauman, Sage, Black, Fruin, and Mwilambwe.

Nays: Aldermen Lower and Streans.

Motion carried.

The following was presented:

SUBJECT: Fiscal Year 2015 Budget Amendment

RECOMMENDATION/MOTION: That the Amendment is approved and the Ordinance passed.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services

BACKGROUND: Based on the FY 2015 year-end projections, it is recommended that the budget amendments (transfers) seen in exhibit 1 are approved to reimburse deficit fund balances and make contractual payments.

Funds projected to have deficit balances are monitored throughout the year to see if deficit balances will self-correct before recommending budget amendments. The solid waste, golf and US Cellular Coliseum (USCC) fund deficits have not self-corrected, and will need transfers from the General Fund reserves. In addition, the City needs to reimburse the Illinois Municipal Retirement Fund (IMRF) for multiple retirement payouts related to sick leave buy back.

The fund balances for each fund have been restated to include the proposed budget amendments in the attached fund summary in Exhibit 2.

Please be advised that these proposed budget amendments are based on preliminary year-end projections. Further amendments may be necessary after the year-end close and annual audit is performed. Year-end closing and the annual audit take time to complete. For instance, final state and home rule sales tax revenue earning information is not received until mid- July for April earnings, and many long term liabilities need for the audit must be calculated by actuarial consultants.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not Applicable.

FINANCIAL IMPACT: The proposed budget amendments will reduce General Fund budgetary fund balance by \$3,517,180.60 leaving fund balance at the end of FY 2015 of approximately 11.15% of one year's General Fund expenditures. The City Council adopted a Fund Balance Policy on 11/22/10 that stated the unrestricted fund balance in the General Fund should be at least 10% of the budgeted annual General Fund expenditures including transfers. The deficit balances in the solid waste, golf and USCC funds will be brought to a zero fund balance. Plans to create fund balance reserves in each fund are underway.

Respectfully submitted for Council consideration.

Prepared by:	Carla A. Murillo, Budget Manager
Reviewed by:	Patti-Lynn Silva, Finance Director
Legal review by:	Jeffrey R. Jurgens, Corporation Counsel
Recommended by:	

David A. Hales
City Manager

ORDINANCE NO. 2015 – 23

**AN ORDINANCE AMENDING THE BUDGET ORDINANCE
FOR THE FISCAL YEAR ENDING APRIL 30, 2015**

WHEREAS, on April 13, 2015 by Ordinance Number 2015 - , the City of Bloomington passed a Budget and Appropriation Ordinance for the Fiscal Year Ending April 30, 2015, which Ordinance was approved by Mayor Tari Renner on April 14, 2015; and

WHEREASE, a budget amendment is needed as detailed below;

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

Section One: Ordinance Number 2015 - (the Budget and Appropriation Ordinance for the Fiscal Year Ending April 30, 2015) is further hereby amended by inserting the following line items and amounts presented in Exhibit #1 in the appropriate place in said Ordinances.

Section Two: Except as provided for herein, Ordinance Number 201 - shall remain in full force and effect, provided, that any budgeted or appropriated amounts which are changed by reason of the amendments made in Section One of this Ordinance shall be amended in Ordinance Number 2015 - .

Section Three: This Ordinance shall be in full force and effect upon its passage and approval.

PASSED the 27th day of April 27th, 2015.

APPROVED the 28th day of April, 2015.

APPROVED:

Tari Renner
Mayor

ATTEST:

Renee Gooderham
Interim City Clerk

Patti-Lynn Silva, Finance Director, addressed the Council. She reviewed the Council memorandum.

Alderman Lower cited concerns. He stated that Solid Waste was a core service. He believed the Bloomington Center for the Performing Arts and US Cellular Coliseum

(USCC) should be self-supporting. He questioned priorities and funding bike trails that were not in the city limits.

Alderman Black believed the USCC should be a Community discussion. He questioned if the city should be in the golf course business.

Motion by Alderman Black, seconded by Alderman Hauman that the Amendment is approved and the Ordinance passed.

The Mayor directed the clerk to call the roll which resulted in the following:

Ayes: Aldermen Schmidt, Painter, Hauman, Sage, Black, Fruin, Stearns and Mwilambwe.

Nays: Alderman Lower.

Motion carried.

CITY MANAGER'S DISCUSSION: David Hales, City Manager reminded Council of the Swearing In Ceremony on Friday, May 1, 2015 at 5:00 p.m. to be held in the Council Chambers.

He noted that reception would be held for Alderman Stearns after the meeting at Lucca Grill, 116 E. Market St.

He noted the opening of the Rt. 66, Looking for Lincoln on Rt. 66 on Saturday, April 25, 2015 at the McLean County History Museum, 200 N. Main St.

MAYOR'S DISCUSSION: None.

ALDERMEN'S DISCUSSION: Alderman Fruin thanked Alderman Stearns for her years of service. He stated that Alderman Stearns was a good listener and put her heart and soul into the position.

Alderman Lower thanked Alderman Stearns for her service.

Motion by Alderman Hauman, seconded by Alderman Black, that the meeting be adjourned. Time: 9:28 p.m.

Motion carried.

**Renee Gooderham
Interim City Clerk**

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
July 23, 2012

Council present: Aldermen Bernard Anderson, David Sage, Rob Fazzini, Jim Fruin, Steven Purcell, Jennifer McDade and Mboka Mwilambwe, and Mayor Stephen Stockton.

Council absent: Aldermen Karen Schmidt, and Judy Stearns.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resources (HR) Director, Randy McKinley, Police Chief, Mike Kimmerling, Fire Chief, Angie Brown, HR Specialist, and Tracey Covert, City Clerk.

Others present: Betty McCain, ASC Claims Adjuster and Jim Baird, Clark Smith Baird.

Mayor Stockton called the Special Session to order at 4:30 p.m. He noted the topics: Workers Compensation, Collective Bargaining and Security Procedures.

Motion by Alderman Purcell, seconded by Alderman Fazzini to recess to Executive Session regarding Workers Compensation – Section 2 (c) (12), Collective Bargaining – Section 2 (c) (2), and Security Procedures – Section 2 (c) (8). Time: 4:31 p.m.

Motion carried, (viva voce).

Motion by Alderman Purcell, seconded by Alderman Anderson to return to Special Session and adjourn. Time: 5:21 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
August 13, 2012

Council present: Aldermen Mboka Mwilambwe, Rob Fazzini, Jim Fruin, Karen Schmidt, Judy Stearns, Jennifer McDade, Bernie Anderson and David Sage and Mayor Stephen Stockton.

Council absent: Alderman Steven Purcell.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Rosalee Dodson, Asst. Corporation Counsel, Justine Robinson, Economic Development (ED) Coordinator, and Tracey Covert, City Clerk.

Mayor Stockton called the Special Session to order at 5:00 p.m. He noted the topic: Sale of Real Estate, Section 2(c)(6).

Motion by Alderman Schmidt, seconded by Alderman Fazzini to recess to Executive Session regarding Sale of Real Estate, Section 2(c)(6). Time: 5:01 p.m.

Motion carried, (viva voce).

Motion by Alderman Schmidt, seconded by Alderman Anderson to recess the Executive Session, and return to Special Session. Time: 5:27 p.m.

Motion carried, (viva voce).

Mayor Stockton addressed the business item: sale of 408 E. Washington St.

David Hales, City Manager, addressed the Council. A Request for Proposal (RFP) had been issued for the sale of 408 E. Washington St. He noted the RFP submission deadline. The City received a lone RFP. The Council planned to decline the offer. City staff would continue to market the property for development.

Motion by Alderman Anderson, seconded by Alderman Fazzini to decline the lone RFP submitted regarding the sale of 408 E. Washington St.

Ayes: Aldermen Mwilambwe, Fazzini, Fruin, Schmidt, McDade, Anderson and Sage.

Nays: Alderman Stearns.

Motion carried.

Council provided the following direction to City staff: 1.) continue to market the property; 2.) goal – Downtown development; 3.) reach fair market value; and 4.) work with potential buyers.

Alderman Stearns expressed her belief that the City needed to continue to negotiate with C.W. Williams, owner of the Lafayette Apartments. She addressed the significance of this building. A parking lot with landscaping would be a lovely addition. Currently, it was a blighted property. The City needed to show respect for the adjacent property.

Mayor Stockton did not believe that the City was closing the door to Mr. Williams. It was opening the door to other offers. He noted that the RFP was now a public document.

Motion by Alderman Schmidt, seconded by Alderman Anderson to adjourn. Time: 5:33 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
September 10, 2012

Council present: Aldermen Mboka Mwilambwe, Rob Fazzini, Jim Fruin, Karen Schmidt, Judy Stearns, Bernie Anderson, Steven Purcell, Jennifer McDade, and David Sage and Mayor Stephen Stockton.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, and Tracey Covert, City Clerk.

Mayor Stockton called the Special Session to order at 5:00 p.m. He noted the topic: Litigation, Section 2(c)(11).

Motion by Alderman Anderson, seconded by Alderman Purcell to recess to Executive Session regarding Litigation, Section 2(c)(11). Time: 5:01 p.m.

Motion carried, (viva voce).

Motion by Alderman Anderson, seconded by Alderman McDade to recess the Executive Session, return to Special Session and adjourn. Time: 5:20 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
October 8, 2012

Council present: Aldermen Mboka Mwilambwe, Rob Fazzini, Jim Fruin, Karen Schmidt, Judy Stearns, Bernie Anderson, Steven Purcell, Jennifer McDade, and David Sage and Mayor Stephen Stockton.

Staff present: David Hales, City Manager, Todd Greenburg, Corporation Counsel, Mike Kimmerling, Fire Chief, Randy McKinley, Police Chief, Angie Brown, Human Resources (HR) Specialist, and Tracey Covert, City Clerk.

Others present: Jim Baird, Clark Baird Smith, LLP, outside legal counsel.

Mayor Stockton called the Special Session to order at 5:00 p.m. He noted the topics: Collective Bargaining, Section 2(c)(2) and Claims Settlement, Section 2(c)(12).

It was noted that Jim Baird, Clark Baird Smith, LLP, outside legal counsel, would participate remotely via telephone.

Motion by Alderman Schmidt, seconded by Alderman Purcell to recess to Executive Session regarding Collective Bargaining, Section 2(c)(2) and Claims Settlement, Section 2(c)(12). Time: 5:01 p.m.

Motion carried, (viva voce).

Motion by Alderman Anderson, seconded by Alderman McDade to recess the Executive Session, return to Special Session and adjourn. Time: 5:59 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
January 14, 2013

Council present: Aldermen Mboka Mwilambwe, Rob Fazzini, Karen Schmidt, Jim Fruin, Steven Purcell, Jennifer McDade and Judy Stearns, and Mayor Stephen Stockton.

Council absent: Aldermen Bernie Anderson and David Sage.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resources (HR) Director, Randy McKinley, Police Chief, and Tracey Covert, City Clerk.

Others present: Jim Baird and James Power, outside legal counsel with Clark Baird Smith, LLP.

Mayor Stockton called the Special Session to order at 5:20 p.m. He noted the topics: Litigation, Section 2(c)(11) and Collective Bargaining, Section 2(c)(2).

It was noted Jim Baird and James Power, outside legal counsel with Clark Baird Smith, LLP, would participate via telephone.

Motion by Alderman Fazzini, seconded by Alderman Purcell to recess to Executive Session regarding Litigation – Section 2(c)(11) and Collective Bargaining, Section 2(c)(2). Time: 5:21 p.m.

Motion carried, (viva voce).

Motion by Alderman Purcell, seconded by Alderman Fazzini to recess the Executive Session and return to Special Session and adjourn. Time: 6:09 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
January 28, 2013

Council present: Aldermen Mboka Mwilambwe, Rob Fazzini, Karen Schmidt, Jim Fruin, Steven Purcell, Jennifer McDade and Judy Stearns, and Mayor Stephen Stockton.

Council absent: Alderman David Sage.

Staff present: David Hales, City Manager, Todd Greenburg, Corporation Counsel, Angie Brown, Human Resource (HR) Specialist, and Tracey Covert, City Clerk.

Others present: Emily Bell, HR Director and Lisa Calloway, outside legal counsel with Clark Baird Smith, LLP.

Mayor Stockton called the Special Session to order at 5:35 p.m. He noted the topic: Collective Bargaining, Section 2(c)(2).

It was noted Emily Bell, HR Director and Lisa Calloway, outside legal counsel with Clark Baird Smith, LLP, would participate via telephone.

Motion by Alderman Schmidt, seconded by Alderman Fazzini to recess to Executive Session regarding Collective Bargaining, Section 2(c)(2). Time: 5:36 p.m.

Motion carried, (viva voce).

Motion by Alderman Fazzini, seconded by Alderman Purcell to recess the Executive Session and return to Special Session and adjourn. Time: 6:28 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
March 11, 2013

Council present: Aldermen Mboka Mwilambwe, Karen Schmidt, Jim Fruin, Steven Purcell, Judy Stearns, David Sage, Jamie Mathy, and Mayor Stephen Stockton.

Council absent: Alderman Jennifer McDade and Rob Fazzini.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resource (HR) Director, Clay Wheeler, Asst. Police Chief, Craig Cummings, Water Director, Jim Karch, Public Works Director, and Tracey Covert, City Clerk.

Others present: Jim Baird, outside legal counsel with Clark Baird Smith, LLP.

Mayor Stockton called the Special Session to order at 6:30 p.m. He noted the topic: Collective Bargaining, Section 2(c)(2).

It was noted that Jim Baird, outside legal counsel with Clark Baird Smith, LLP, would participate via telephone.

Motion by Alderman Schmidt, seconded by Alderman Mwilambwe to recess to Executive Session regarding Collective Bargaining, Section 2(c)(2). Time: 6:31 p.m.

Motion carried, (viva voce).

Motion by Alderman Mathy, seconded by Alderman Purcell to recess the Executive Session and return to Special Session and adjourn. Time: 6:54 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
March 25, 2013

Council present: Aldermen Mboka Mwilambwe, Karen Schmidt, Jim Fruin, Steven Purcell, Judy Stearns, David Sage, Jamie Mathy, Jennifer McDade and Rob Fazzini, and Mayor Stephen Stockton.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Emily Bell, Human Resource (HR) Director, Mike Kimmerling, Fire Chief, and Tracey Covert, City Clerk.

Others present: Betty McCain, ASC's Sr. Claims Adjuster.

Mayor Stockton called the Special Session to order at 6:00 p.m. He noted the topic: Claims Settlement (Worker's Compensation), Section 2(c)(12).

Motion by Alderman Purcell, seconded by Alderman Schmidt to recess to Executive Session regarding Claims Settlement, Section 2(c)(12). Time: 6:31 p.m.

Motion carried, (viva voce).

Motion by Alderman Mwilambwe, seconded by Alderman Schmidt to recess the Executive Session and return to Special Session and adjourn. Time: 6:04 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
April 8, 2013

Council present: Aldermen Mboka Mwilambwe, Karen Schmidt, Jim Fruin, Steven Purcell, Judy Stearns, David Sage, Jamie Mathy, Jennifer McDade and Rob Fazzini, and Mayor Stephen Stockton.

Staff present: David Hales, City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resource (HR) Director, and Tracey Covert, City Clerk.

Mayor Stockton called the Special Session to order at 5:17 p.m. He noted the topic: Review of Closed Session Minutes, Section 2(c)(21) and Personnel, Section 2(c)(1).

Motion by Alderman Fazzini, seconded by Alderman Mwilambwe to recess to Executive Session regarding Review of Closed Session Minutes, Section 2(c)(21) and Personnel, Section 2(c)(1).
Time: 5:18 p.m.

Motion carried, (viva voce).

Motion by Alderman Schmidt, seconded by Alderman McDade to recess the Executive Session and return to special session and adjourn. Time: 6:48 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
June 10, 2013

Council present: Aldermen Kevin Lower, David Sage, Mboka Mwilambwe, Rob Fazzini, Karen Schmidt, Jim Fruin, Scott Black, Jennifer McDade and Judy Stearns, and Mayor Tari Renner.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resources (HR) Director, Angie Brown, HR Specialist, and Tracey Covert, City Clerk.

Others present: Jim Baird and Lisa Calloway, outside legal counsel with Clark Baird Smith, LLP.

Mayor Renner called the Special Session to order at 5:00 p.m. He noted the topic: Collective Bargaining, Section 2 (c) (2).

Motion by Alderman Fazzini, seconded by Alderman Schmidt to recess to Executive Session regarding Collective Bargaining – Section 2(c)(2). Time: 5:01 p.m.

Motion carried, (viva voce).

Motion by Alderman Sage, seconded by Alderman Fazzini to return to Special Session and adjourn. Time: 6:42 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
June 24, 2013

Council present: Aldermen Kevin Lower, David Sage, Rob Fazzini, Karen Schmidt, Scott Black, Jennifer McDade and Judy Stearns, and Mayor Tari Renner.

Council absent: Aldermen Mboka Mwilambwe and Jim Fruin.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Rosalee Dodson, Asst. Corporation Counsel, Emily Bell, Human Resources (HR) Director, RT Finney, Interim Police Chief, and Tracey Covert, City Clerk.

Mayor Renner called the Special Session to order at 6:15 p.m. He noted the topic: Litigation, Section 2(c)(11).

Motion by Alderman Schmidt, seconded by Alderman Fazzini to recess to Executive Session regarding Litigation – Section 2(c)(11). Time: 6:16 p.m.

Motion carried, (viva voce).

Motion by Alderman Schmidt, seconded by Alderman Fazzini to adjourn the Executive Session, return to Special Session and adjourn. Time: 6:20 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
August 26, 2013

Council present: Aldermen Kevin Lower, David Sage, Karen Schmidt, Scott Black, Mboka Mwilambwe, Jim Fruin and Judy Stearns, and Mayor Tari Renner.

Council absent: Aldermen Jennifer McDade and Rob Fazzini.

Staff present: David Hales, City Manager, Barb Adkins, Deputy City Manager, Todd Greenburg, Corporation Counsel, Emily Bell, Human Resources (HR) Director, RT Finney, Interim Police Chief, Clay Wheeler, Asst. Police Chief, Mike Kimmerling, Fire Chief, and Tracey Covert, City Clerk.

Others present: Betty McCain, ASC's Sr. Claims Adjuster.

Mayor Renner called the Special Session to order at 5:04 p.m. He noted the topic: Claims Settlement, Section 2(c)(12).

Motion by Alderman Schmidt, seconded by Alderman Lower to recess to Executive Session regarding Claims Settlement – Section 2(c)(12). Time: 5:05 p.m.

Motion carried, (viva voce).

Motion by Alderman Schmidt, seconded by Alderman Sage to recess the Executive Session, return to Special Session and adjourn. Time: 5:06 p.m.

Motion carried, (viva voce).

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
April 21, 2014

Council present: Aldermen Mboka Mwilambwe, Judy Stearns, Rob Fazzini, Karen Schmidt, Jim Fruin, Scott Black, Kevin Lower and Joni Painter, and Mayor Tari Renner.

Council absent: Alderman David Sage.

Staff present: Mike Kimmerling, Fire Chief/Acting City Manager, Emily Bell Human Resources (HR) Director, Angie Brown, HR Specialist, John Kennedy, Parks, Recreation & Cultural Arts Director, George Boyle, Asst. Corporation Counsel, and Tracey Covert, City Clerk.

Staff absent: David Hales, City Manager.

Others present: Lisa Calloway, outside counsel Clark Baird Smith, PC.

Mayor Renner called the Special Session to order at 5:20 p.m. He noted the topic: Collective Bargaining, Section 2(c)(2).

Motion by Alderman Schmidt, seconded by Alderman Mwilambwe to recess to closed session regarding Collective Bargaining, Section 2(c)(2). Time: 5:21 p.m.

Ayes: Aldermen Black, Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter and Schmidt.

Nays: None.

Motion carried.

Motion by Alderman Fazzini, seconded by Alderman Painter to return to Special Session and adjourn. Time: 5:33 p.m.

Ayes: Aldermen Black, Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter and Schmidt.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
April 28, 2014

Council present: Aldermen Mboka Mwilambwe, Judy Stearns, Rob Fazzini, Karen Schmidt, Jim Fruin, Kevin Lower and Joni Painter, and Mayor Tari Renner.

Council absent: Alderman David Sage and Scott Black.

Staff present: Mike Kimmerling, Fire Chief/Acting City Manager, Jeff Jurgens, Corporation Counsel, Angie Brown, Human Resources Specialist, and Tracey Covert, City Clerk.

Staff absent: David Hales, City Manager.

Others present: Betty McCain, ASC's Sr. Claims Adjuster.

Mayor Renner called the Special Session to order at 6:15 p.m. He noted the topic: Claims Settlement, Section 2(c)(12).

Motion by Alderman Fazzini, seconded by Alderman Painter to recess to closed session regarding Claims Settlement, Section 2(c)(12). Time: 6:16 p.m.

Ayes: Aldermen Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter and Schmidt.

Nays: None.

Motion carried.

Motion by Alderman Fazzini, seconded by Alderman Lower to return to Special Session and adjourn. Time: 6:21 p.m.

Ayes: Aldermen Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter and Schmidt.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
May 12, 2014

Council present: Aldermen Mboka Mwilambwe, Judy Stearns, Rob Fazzini, Karen Schmidt, Jim Fruin, Kevin Lower, Joni Painter, David Sage and Scott Black, and Mayor Tari Renner.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel and Tracey Covert, City Clerk.

Mayor Renner called the Special Session to order at 6:30 p.m. He noted the topic: Review of Closed Session Minutes, Section 2(c)(21).

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to closed session regarding Review of Closed Session Minutes, Section 2(c)(21). Time: 6:31 p.m.

Ayes: Aldermen Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter, Schmidt, Sage and Black.

Nays: None.

Motion carried.

Motion by Alderman Fazzini, seconded by Alderman Schmidt to return to Special Session and adjourn. Time: 6:55 p.m.

Ayes: Aldermen Fazzini, Fruin, Lower, Mwilambwe, Stearns, Painter, Sage, Black and Schmidt.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
May 27, 2014

Council present: Aldermen David Sage, Mboka Mwilambwe, Rob Fazzini, Karen Schmidt, Jim Fruin, Scott Black, Kevin Lower, Joni Painter and Mayor Tari Renner.

Alderman absent: Judy Stearns.

Staff present: David Hales, City Manager, Sue McLaughlin, Interim Deputy City Manager, Patti-Lynn Silva, Finance Director, John Kennedy, Parks, Recreation & Cultural Arts Director, Justine Robinson, Economic Development Coordinator, and Tracey Covert, City Clerk.

Others present: Joy Allen Central Catholic High School, (CCHS), Principal and Ann Boyden, CCHS guest.

Mayor Renner called the Special Session to order at 5:30 p.m. He noted the topics on this evening's agenda: Closed Session to address Collective Bargaining, Section 2(c)(2) and Property Acquisition, Section 2(c)(5).

Motion by Alderman Schmidt, seconded by Alderman Painter to recess to closed session regarding Property Acquisition, Section 2(c)(5) and Collective Bargaining, Section 2(c)(2).
Time: 5:31 p.m.

Ayes: Aldermen Black, Fazzini, Fruin, Lower, Sage, Mwilambwe, Painter and Schmidt.

Nays: None.

Motion carried.

Motion by Alderman Lower, seconded Alderman Painter to return to Special Session and adjourn. Time: 6:31 p.m.

Ayes: Aldermen Black, Fazzini, Fruin, Lower, Sage, Mwilambwe, Painter and Schmidt.
Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert, City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
June 9, 2014

Council present: Aldermen Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Joni Painter, Kevin Lower, David Sage and Rob Fazzini and Mayor Tari Renner.

Council absent: Scott Black.

Staff present: David Hales, City Manager, Sue McLaughlin, Interim Deputy City Manger, Jeff Jurgens, Corporation Counsel, Angela Fyans-Jimenez, Emily Bell, Human Resources (HR) Director, Angie Brown, HR Specialist, and Tracey Covert, City Clerk.

Others present: Betty McCain, ACS's Sr. Claims Adjuster, and Jennifer Morris, attorney with Quinn – Johnson, who participated via telephone.

Mayor Renner called the Special Session to order at 6:01 p.m. He noted the topics: Litigation, Section, Section 2(c)(11) and Personnel, Section 2(c)(1).

Motion by Alderman Fazzini, seconded by Alderman Schmidt to recess to Executive Session regarding Litigation, Section, Section 2(c)(11) and Personnel, Section 2(c)(1). Time: 6:02 p.m.

Ayes: Aldermen Lower, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Lower, seconded by Alderman Painter to return to open session and adjourn. Time: 5:54 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
July 14, 2014

Council present: Aldermen David Sage, Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Scott Black, Joni Painter, Kevin Lower, Rob Fazzini and Mayor Tari Renner.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Sue McLaughlin, Interim Asst. City Manager, Emily Bell, Director - Human Resources (HR), and Tracey Covert, City Clerk.

Others present: Betty McCain, ACS's Sr. Claims Adjuster.

Mayor Renner called the Special Session to order at 5:31 p.m. He noted the topics: Workers Compensation, Section 2(c)(12); Collective Bargaining, Section 2(c)(2); and Purchase or Lease of Real Estate, Section 2(c)(5).

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to Executive Session regarding Workers Compensation, Section 2(c)(12); Collective Bargaining, Section 2(c)(2); and Purchase or Lease of Real Estate, Section 2(c)(5). Time: 5:32 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Fazzini, seconded by Alderman Mwilambwe to return to Special Session and adjourn. Time: 6:11 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
August 25, 2014

Council present: Aldermen David Sage, Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Scott Black, Joni Painter, Kevin Lower, Rob Fazzini and Mayor Tari Renner.

Staff present: David Hales, City Manager, Sue McLaughlin, Interim Deputy City Manager, Jeff Jurgens, Corporation Counsel, Angela Fyans-Jimenez, Deputy Corporation Counsel, Emily Bell, Director - Human Resources, (HR), Angie Brown, HR Specialist, Mike Kimmerling, Fire Chief, Jim Karch, Public Works Director, Patti-Lynn Silva, Finance Director, and Tracey Covert, City Clerk.

Others present: Betty McCain, ACS's Sr. Claims Adjuster.

Mayor Renner called the Special Session to order at 5:00 p.m. He noted the topics: Workers Compensation, Section 2(c)(12) and Personnel, Section 2(c)(1).

It was noted that Ms. Fyans-Jimenez, Deputy Corporation Counsel, would participated via telephone.

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to Executive Session regarding Workers Compensation, Section 2(c)(12) and Personnel, Section 2(c)(1). Time: 5:02 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Painter, seconded by Alderman Fazzini to return to open session and adjourn. Time: 5:24 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
September 8, 2014

Council present: Aldermen Judy Stearns, Jim Fruin, Mboka Mwilambwe, Scott Black, Joni Painter, Kevin Lower, David Sage, and Karen Schmidt, and Mayor Tari Renner.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Patti-Lynn Silva, Finance Director, Jon Johnston, Procurement Manager, and Tracey Covert, City Clerk.

Others: Greg Meeder, attorney with Holland & Knight.

Mayor Renner called the Special Session to order at 6:15 p.m. He noted the topic: Probable or Imminent Litigation, Section 2(c)(11).

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to Executive Session regarding Probable or Imminent Litigation, Section 2(c)(11). Time: 6:16 p.m.

Ayes: Aldermen Lower, Mwilambwe, Stearns, Painter, Black, Schmidt, Sage and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Painter, seconded by Alderman Lower to return to open session and adjourn. Time: 6:55 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
October 13, 2014

Council present: Aldermen David Sage, Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Scott Black, Joni Painter, Kevin Lower, Diana Hauman and Mayor Tari Renner.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Angela Fyans-Jimenez, Deputy Corporation Counsel, Angie Brown, Human Resources (HR) Specialist, Jim Karch, Public Works Director, Patti-Lynn Silva, Finance Director, and Tracey Covert, City Clerk.

Others present: Betty McCain, ACS's Sr. Claims Adjuster.

Mayor Renner called the Special Session to order at 5:05 p.m. He noted the topics: Claims Settlement, Section 2(c)(12), Litigation, Section 2(c)(11) and Purchase of Real Estate, Section 2(c)(5).

It was noted that Ms. Fyans-Jimenez, Deputy Corporation Counsel, would participated via telephone.

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Hauman, seconded by Alderman Schmidt to recess to Executive Session regarding Claims Settlement, Section 2(c)(12), Litigation, Section 2(c)(11) and Purchase of Real Estate, Section 2(c)(5). Time: 5:06 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Hauman and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Hauman, seconded by Alderman Painter to return to Special Session and adjourn. Time: 6:50 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
October 27, 2014

Council present: Aldermen David Sage Karen Schmidt, Jim Fruin, Scott Black, Joni Painter, Kevin Lower, Diana Hauman and Mayor Tari Renner.

Council absent: Aldermen Mboka Mwilambwe and Judy Stearns.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Angie Brown, Human Resources (HR) Specialist, Patti-Lynn Silva, Finance Director, Bobbie Herakovich, Interim Parks, Recreation & Cultural Arts Director, Ken Bays, Asst. Police Chief, and Tracey Covert, City Clerk.

Others present: Jim Baird, attorney with Clark Baird Smith, PC.

Mayor Renner called the Special Session to order at 5:30 p.m. He noted the topics: Collective Bargaining, Section 2(c)(2); Purchase of Real Estate, Section 2(c)(5) and Review of Closed Session Minutes, Section 2(c)(21).

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Black, seconded by Alderman Painter to recess to Executive Session regarding Collective Bargaining, Section 2(c)(2); Purchase of Real Estate, Section 2(c)(5) and Review of Closed Session Minutes, Section 2(c)(21). Time: 5:31 p.m.

Ayes: Aldermen Lower, Sage, Painter, Schmidt, Black, Hauman and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Sage, seconded by Alderman Schmidt to return to Special Session and adjourn. Time: 6:30 p.m.

Ayes: Aldermen Lower, Sage, Painter, Schmidt, Black, Hauman and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
November 10, 2014

Council present: Aldermen Mboka Mwilambwe, Diane Hauman, Karen Schmidt, Scott Black, Kevin Lower, David Sage, Judy Stearns, Jim Fruin, Joni Painter and Mayor Tari Renner.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Sue McLaughlin, Interim Asst. City Manager, Jeff Jurgens, Corporation Counsel, Emily Bell, Human Resources (HR) Director, Jim Karch, Public Works Director, Tina Salmone, Performing Arts Director, Robert Moews, Supt. of Parks Maintenance, David Lamb, Asst. Supt. of Parks Maintenance, Austin Grammer, Economic Development Coordinator, Angie Brown, HR Specialist, and Renee Gooderham, Chief Deputy City Clerk.

Angela Fyans Jimenez, Deputy Corporation Counsel, participated remotely via telephone.

Mayor Renner called the Executive Session to order at 5:30 p.m. He noted the topics: Collective Bargaining, Section 2(c)(2), Purchase of Real Estate, Section 2(c)(5), Pending Litigation, Section 2(c)(11) and Review of Closed Session Minutes, Section 2(c)(21).

Motion by Alderman Hauman, seconded by Alderman Schmidt to recess to executive session regarding Collective Bargaining, Section 2(c)(2), Purchase of Real Estate, Section 2(c)(5), Pending Litigation, Section 2(c)(11) and Review of Closed Session Minutes, Section 2(c)(21).
Time: 5:31 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Black, Lower, Sage, Stearns, Fruin, and Painter.

Nays: None.

Motion carried.

Motion by Alderman Painter, seconded by Alderman Black to return to Special Session and adjourn. Time: 6:45 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Black, Lower, Sage, Stearns, Fruin, and Painter.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Chief Deputy Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
December 8, 2014

Council present: Aldermen David Sage, Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Joni Painter, Kevin Lower, Diana Hauman and Mayor Tari Renner.

Council absent: Alderman Scott Black.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources (HR) Director, Laurie Wollrab, Compensation & Benefits Manager, Patti-Lynn Silva, Finance Director, and Tracey Covert, City Clerk.

Others present: Emily Reid-Peterson, attorney with Sorling Northrup, and Georgia Bouda, Director and Gayle Tucker, Human Resources Manager, Public Library.

Mayor Renner called the Special Session to order at 5:00 p.m. He noted the topics: Collective Bargaining, Section 2(c)(2) and Personnel, Section 2(c)(1).

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Schmidt, seconded by Alderman Lower to recess to Executive Session regarding Collective Bargaining, Section 2(c)(2) and Personnel, Section 2(c)(1). Time: 5:02 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Schmidt and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Schmidt, seconded by Alderman Painter to return to Special Session and adjourn. Time: 5:38 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall
December 15, 2014

Council present: Aldermen David Sage, Judy Stearns, Karen Schmidt, Jim Fruin, Mboka Mwilambwe, Scott Black, Joni Painter, Kevin Lower, Diana Hauman and Mayor Tari Renner.

Staff present: David Hales, City Manager, Steve Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Kevin Kothe, City Engineer, Brett Lueschen, Interim Water Director, and Tracey Covert, City Clerk.

Others present: Lisa Pettrilli, attorney with Sorling Northrup.

Mayor Renner called the Special Session to order at 5:47 p.m. He noted the topics: Litigation, Section 2(c)(11) and Personnel, Section 2(c)(1).

It was noted that Ms. Pettrilli, attorney with Sorling Northrup, would participated via telephone.

Alderman Stearns arrived at 5:48 p.m.

Mayor Renner opened the meeting to Public Comment. No one came forward to address the Council.

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to Executive Session regarding Litigation, Section 2(c)(11) and Personnel, Section 2(c)(1). Time: 5:49 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Hauman and Fruin.

Nays: None.

Motion carried.

Motion by Alderman Hauman, seconded by Alderman Black to return to Special Session and adjourn. Time: 6:34 p.m.

Ayes: Aldermen Lower, Sage, Mwilambwe, Stearns, Painter, Schmidt, Black, Fazzini and Fruin.

Nays: None.

Motion carried.

Respectfully submitted,

Tracey Covert
City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
January 12, 2015

Council present: Aldermen Mboka Mwilambwe, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter and Mayor Tari Renner.

Council absent: Aldermen Judy Stearns and Scott Black.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources (HR) Director, Angie Brown HR Specialist, Brendan Heffner, Police Chief, Les Siron, Interim Fire Chief, Patti-Lynn Silva, Director of Finance, Robert Moews, Supt. of Parks Maintenance, and Renee Gooderham, Chief Deputy Clerk.

Mayor Renner called the Executive Session to order at 5:00 p.m. He noted the topics: Claims Settlement, Section 2(c)(12), Litigation, Section 2(c)(11) and Personnel, Section 2(c)(1).

Motion by Alderman Painter, seconded by Alderman Hauman to recess to executive session regarding Claims Settlement, Section 2(c)(12), Litigation, Section 2(c)(11) and Personnel, Section 2(c)(1). Time: 5:00 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Sage, Fruin, and Painter.

Nays: None.

Motion carried.

Alderman Lower arrived at 5:09 p.m.

Motion by Alderman Painter, seconded by Alderman Schmidt to return to Special Session and adjourn. Time: 6:51 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Lower, Sage, Fruin, and Painter.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Chief Deputy Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
January 26, 2015

Council present: Aldermen Mboka Mwilambwe, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter, Judy Stearns, Scott Black, and Mayor Tari Renner.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources (HR) Director, Angie Brown, HR Specialist, and Renee Gooderham, Chief Deputy Clerk.

Mayor Renner called the Executive Session to order at 6:00 p.m. He noted the topic: Claims Settlement, Section 2(c)(12).

Motion by Alderman Hauman, seconded by Alderman Painter to recess to executive session regarding Claims Settlement, Section 2(c)(12). Time: 5:01 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Sage, Lower, Stearns, Black Fruin, and Painter.

Nays: None.

Motion carried.

Motion by Alderman Hauman, seconded by Alderman Schmidt to adjourn the Executive Session.

Motion carried, (viva voce).

Motion by Alderman Painter, seconded by Alderman Schmidt to return to Special Session and adjourn. Time: 6:06 p.m.

Ayes: Aldermen Mwilambwe, Hauman, Schmidt, Lower, Stearns, Black, Sage, Fruin, and Painter.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Chief Deputy Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
February 9, 2015

Council present: Aldermen, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter, Judy Stearns, Scott Black and Mayor Tari Renner.

Council absent: Alderman Mboka Mwilambwe.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources (HR) Director, Angie Brown, HR Specialist, Brian Mohr, Fire Chief, Patti-Lynn Silva, Director of Finance, Austin Grammer, Economic Development Coordinator, Robert Moews, Supt. of Parks Maintenance and Renee Gooderham, Chief Deputy Clerk.

Mayor Renner called the Executive Session to order at 6:31 p.m. He noted the topic: Litigation, Section 2(c)(11).

Motion by Alderman Hauman, seconded by Alderman Painter to recess to executive session regarding Litigation, Section 2(c)(11). Time: 6:31 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Fruin, Lower, Stearns, Black and Painter.

Nays: None.

Motion carried.

Motion by Alderman Black, seconded by Alderman Painter to adjourn the closed session. Time: 6:49 p.m.

Motion carried, (viva voce).

Motion by Alderman Hauman, seconded by Alderman Black to return to Special Session and adjourn. Time: 6:50 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Fruin, Lower, Stearns, Black and Painter.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham

Chief Deputy Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
February 23, 2015

Council present: Aldermen, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter, Judy Stearns, Mboka Mwilambwe, Scott Black and Mayor Tari Renner.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources (HR) Director, Angie Brown, HR Specialist, Brian Mohr, Fire Chief, Patti-Lynn Silva, Director of Finance, Austin Grammer, Economic Development Coordinator and Renee Gooderham, Chief Deputy Clerk.

Mayor Renner called the Executive Session to order at 5:00 p.m. He noted the topics: Claims Settlement – Section 2(c)(12) of 5 ILCS 120, Collective Bargaining – Section 2(c)(2) and Sale or Lease of Real Estate – Section 2(c)(6).

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to executive session regarding Claims Settlement – Section 2(c)(12) of 5 ILCS 120, Collective Bargaining – Section 2(c)(2) and Sale or Lease of Real Estate – Section 2(c)(6). Time: 5:01 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Fruin, Stearns, Mwilambwe and Painter.

Nays: None.

Motion carried.

Alderman Lower arrived at 5:06 p.m.

Alderman Black arrived at 5:21 p.m.

Motion by Alderman Hauman, seconded by Alderman Mwilambwe to adjourn the closed session. Time: 6:27 p.m.

Motion carried, (viva voce).

Motion by Alderman Mwilambwe, seconded by Alderman Painter to return to Special Session and adjourn. Time: 6:28 p.m.

Ayes: Aldermen Hauman, Schmidt, Lower, Sage, Fruin, Painter, Stearns, Mwilambwe, Black.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Chief Deputy Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
March 9, 2015

Council present: Aldermen, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter, Judy Stearns, Mboka Mwilambwe, Scott Black and Mayor Tari Renner.

Staff present: David Hales, City Manager, Stephen Rasmussen, Asst. City Manager, Jeff Jurgens, Corporation Counsel, Patti-Lynn Silva, Director of Finance, Austin Grammer, Economic Development Coordinator and Renee Gooderham, Interim City Clerk.

Mayor Renner called the Executive Session to order at 5:45 p.m. He noted the topic: Litigation – Section 2(c)(11) of 5 ILCS 120.

Motion by Alderman Hauman, seconded by Alderman Painter to recess to executive session regarding Litigation – Section 2(c)(11) of 5 ILCS 120. Time: 5:46 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Fruin, Stearns, Mwilambwe, Lower and Painter.

Nays: None.

Motion carried.

Alderman Black arrived at 5:49 p.m.

Motion by Alderman Hauman, seconded by Alderman Painter to adjourn the closed session. Time: 6:02 p.m.

Motion carried, (viva voce).

Motion by Alderman Hauman, seconded by Alderman Painter to return to Special Session and adjourn. Time: 6:03 p.m.

Ayes: Aldermen Hauman, Schmidt, Lower, Sage, Fruin, Painter, Stearns, Mwilambwe, Black.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Interim City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
March 16, 2015

Council present: Aldermen, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Jim Fruin, Joni Painter, Judy Stearns, Mboka Mwilambwe, Scott Black and Mayor Tari Renner.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Nicolle Albertson, Human Resources Director and Renee Gooderham, Interim City Clerk.

Mayor Renner called the Executive Session to order at 5:15 p.m. He noted the topic: Personnel – Section 2(c)(1) of 5 ILCS 120.

Motion by Alderman Black, seconded by Alderman Schmidt to allow Alderman Mwilambwe to remote participation via telephone.

Motion carried, (viva voce).

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to executive session regarding Personnel – Section 2(c)(1) of 5 ILCS 120. Time: 5:16 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Fruin, Stearns, Mwilambwe, Lower, Black and Painter.

Nays: None.

Motion carried.

Motion by Alderman Hauman, seconded by Alderman Painter to adjourn the closed session. Time: 5:31 p.m.

Motion carried, (viva voce).

Motion by Alderman Hauman, seconded by Alderman Schmidt to return to Special Session and adjourn. Time: 5:32 p.m.

Ayes: Aldermen Hauman, Schmidt, Lower, Sage, Fruin, Painter, Stearns, Mwilambwe, Black.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Interim City Clerk

SPECIAL SESSION
CITY COUNCIL
City Hall Conference Room
March 23, 2015

Council present: Aldermen, Diane Hauman, Karen Schmidt, Kevin Lower, David Sage, Joni Painter, Judy Stearns, Mboka Mwilambwe, Scott Black and Mayor Tari Renner.

Council absent: Jim Fruin.

Staff present: David Hales, City Manager, Jeff Jurgens, Corporation Counsel, Nicole Albertson, Human Resources Director, Brendan Heffner, Police Chief, Brian Mohr, Fire Chief, Kevin Kothe, City Engineer and Renee Gooderham, Interim City Clerk.

Mayor Renner called the Executive Session to order at 5:00 p.m. He noted the topics: Litigation – Section 2(c)(11) and Claims Settlement – Section 2(c)(12) of 5 ILCS 120.

Motion by Alderman Painter, seconded by Alderman Mwilambwe to recess to executive session regarding Litigation – Section 2(c)(11) and Claims Settlement – Section 2(c)(12) of 5 ILCS 120. Time: 5:01 p.m.

Ayes: Aldermen Hauman, Schmidt, Sage, Stearns, Mwilambwe, Lower, Black and Painter.

Nays: None.

Motion carried.

Motion by Alderman Black, seconded by Alderman Hauman to adjourn the closed session. Time: 6:09 p.m.

Motion carried, (viva voce).

Motion by Alderman Schmidt, seconded by Alderman Mwilambwe to return to Special Session and adjourn. Time: 6:10 p.m.

Ayes: Aldermen Hauman, Schmidt, Lower, Sage, Painter, Stearns, Mwilambwe, Black.

Nays: None.

Motion carried.

Respectfully submitted,

Renee Gooderham
Interim City Clerk



FOR COUNCIL: May 11, 2015

SUBJECT: Bills and Payroll

RECOMMENDATION/MOTION: Recommend that the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The list of bills and payrolls will be posted on the City's website on May 8, 2015.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Total disbursements information will be provided via addendum.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Interim City Clerk

Financial & budgetary review by: Patti-Lynn Silva, Director of Finance

Recommended by:

David A. Hales
City Manager

Motion: That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower				Alderman Stearns			
Alderman Mwilambwe							
				Mayor Renner			



FOR COUNCIL: May 11, 2015

SUBJECT: Appointments and Reappointments to Various Boards and Commissions

RECOMMENDATION/MOTION: That the Appointments be approved.

STRATEGIC PLAN LINK: Goal 4. Strong neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 4e. Strong partnership with residents and neighborhood associations.

BACKGROUND: I ask your concurrence in the appointment of:

Mark Larsen of 1424 Ridgeport Ave, Bloomington, IL 61704 to the Citizens Beautification Committee. His three (3) year term will be 5/1/15 – 4/30/18.

Ryan Huette of 1502 Kickapoo Creek Road, Bloomington, IL 61705 to the Cultural District Commission. His three (3) year term will be 5/1/15 – 4/30/18.

Memuna Lee of 12 Bailey Court, Bloomington, IL 61704 to the Housing Authority Board. Her four (4) year term will be 5/1/15 – 4/30/19.

I ask your concurrence in the reappointment of:

Laurel Schumacher of 2004 Ebo Lane, Bloomington, IL 61704 to the Citizen's Beautification Committee. Her three (3) year term will be 5/1/15 – 4/30/18.

Terrence Koch of 1201 N Evans Street, Bloomington, IL 61701 to the Housing Authority. His four (4) year term will be 5/1/15 – 4/30/19.

Barb Adkins of 44 Parkshores Drive, Bloomington, IL 61701 to the Housing Authority Board. Her four (4) year term will be 5/1/15 – 4/30/19.

Catrina Murphy of 1219 S Mason, Bloomington, IL 61701 to the Japanese Sister City. Her three (3) year term will be 5/1/15 – 4/30/18.

Brent Moore of 1006 Park Street, Bloomington, IL 61701 to the Property Maintenance Review Board. His three (3) year term will be 5/1/15 – 4/30/18.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Mayor contacts all recommended appointments.

FINANCIAL IMPACT: None.

Respectfully submitted for Council consideration.

Prepared by:

M. Beth Oakley, Executive Asst.

Recommended by:



Tari Renner

Mayor

Attachments: Attachment 1. Board Roster

Motion: That the Appointments be approved.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

Property Maintenance Review Board

Mayor Appointed	Staff/Chair	First Name	Last Name	Expiration	Appointment Date	Year First Appt	Email	Street	City	Zip	Home Phone	Work Phone	Cell Phone	Fax Number	Reappointment
x	Tenant	Philip	Foree	4/30/17	04/28/14	2014	pforee@newer.com	1108 Lockenvitz Lane #3	Bloomington	61704					
x	Contractor	Mark	Fetzer	4/30/16	12/09/13	2013	markfetzer@gmail.com	1713 Whitmer Ct	Bloomington	61704					
x	Large Landlord	John	Capodice	4/30/17	03/24/14	2011	john@johncapodiceproperties.com	2827 Capodice Rd	Bloomington	61704					
x	Citizen At Large	Julie	Morgan	4/30/17	03/24/14	2011	jmorg1967@yahoo.com	705 Ohara	Bloomington	61701					
x	Small Landlord	Valerie	Dumser	4/30/17	03/24/14	2011	grandmavalerie@gmail.com	809 W Washington St	Bloomington	61701					
x	Contractor	Brent	Moore	4/30/15	01/09/12	2012	brent.moore09@gmail.com	1006 Park St	Bloomington	61701					
x	Tenant	Mark	Williams	4/30/16	09/09/13	2013	w_mark81@yahoo.com	602 Bradley Dr	Bloomington	61704					
	Staff	Sharon	Walker					115 E Washington	Bloomington	61701					
	Staff	Nancy	Teague					115 E Washington	Bloomington	61701					
	Staff	Doria	Gerron					115 E Washington	Bloomington	61701					

Details:

Term: 3 years
Term Limit per City Code: 3 terms/9 years
Members: 7 members
Term Limit per City Code: 3 terms/9 years
Number of members the Mayor appoints: 7
Type: Internal
City Code: Chapter 45, Section 1000.0
Required by State Statute: No
Intergovernmental Agreements: None
Funding budgeted from COB for FY2014: None
Meetings: As needed, 4th Thurs at 3:00pm - Council Chambers, members given 48 hours+ notice before a meeting

Number of Vacancies: waiting on 1
Number of Expired Board Members (Blm Appointments only): 1

Appointment/Reappointment Notes:

FOR COUNCIL: May 11, 2015

SUBJECT: Appointments to the Downtown Signage Ad Hoc Committee

RECOMMENDATION/MOTION: That the Appointments be approved.

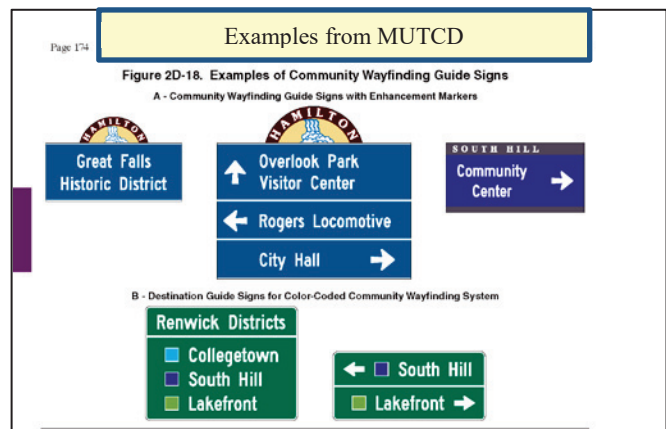
STRATEGIC PLAN LINK: Goal 6. Prosperous Downtown Bloomington.

STRATEGIC PLAN SIGNIFICANCE: Objective 6c. Downtown becoming a community and regional destination.

BACKGROUND: On April 13, 2015, the Bloomington City Council passed a resolution establishing the Downtown Signage Committee. It is to explore wayfinding signs – signs that help direct people to government buildings, and cultural destinations and public parking.

The resolution stated that the committee shall be ad hoc, lasting six months. It stated four goals.

1. Recommend sites that should be highlighted with signage.
2. Recommend a style of design for signs, limited to those recognized by the Manual On Uniform Traffic Control Devices.
3. Recommend sign size and placement.
4. Investigate costs regarding the proposed signage.



The following people are recommended as members:

Tricia Stiller, Downtown Bloomington Association Executive Director

Crystal Howard, Bloomington-Normal Area Convention and Visitor's Bureau

Andrew Johnson, Connect Transit

Russel Francois, architect and Downtown business owner

Carl Teichman, Illinois Wesleyan University

Dave Park, Downtown Property Owners Group

Kyle Hamm, Bloomington-Normal Economic Development Council

Tom Krieger, Bloomington-Normal Association of Realtors

Beth Whisman, McLean County Museum of History

Vicki Tilton, Fox & Hounds Hair Studio & Day Spa

Thom Jones, Bloomington – Normal Association of Realtors

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Downtown Bloomington Association, other Downtown stakeholders.

FINANCIAL IMPACT: A duty of the Committee is to explore costs and funding opportunities.

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Public Works Director

Reviewed by: Steve Rasmussen, Assist. City Manager

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



Tari Renner
Mayor

Motion: That the appointments be approved.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			



FOR COUNCIL: May 11, 2015

SUBJECT: Review of Executive Session Minutes from 1995 - 2015

RECOMMENDATION/MOTION: That the Resolution be adopted.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The Open Meeting Act requires a semiannual review of approved Executive Session Minutes to determine whether a need for confidentiality still exists as to the City's past Executive Session Minutes. The determination on which minutes are going to be released and which minutes still require confidential treatment must be reported on in open session. The Resolution makes this report.

The Council met previously on April 13 and April 27, 2015 in Executive Session to review the Executive Session Minutes and to make the determinations required by the Open Meetings Act. The Resolution reports on the release and/or partial release of the meeting minutes listed in Schedule A, and the need for the continued confidential treatment of redacted portions from those and other meeting minutes listed in Schedule B.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Renee Gooderham, Chief Deputy Clerk

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales
City Manager

Attachment: Attachment 1. Resolution
Attachment 2: Schedule A
Attachment 3: Schedule B

Motion: **That the Resolution be adopted.**

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

RESOLUTION NO. 2015 - ____

**A RESOLUTION REPORTING THE RELEASE AND RETENTION
OF EXECUTIVE SESSION MINUTES**

WHEREAS, the City Council of the City of Bloomington, Illinois has met from time to time in executive session for purposes authorized by the Illinois Open Meetings Act; and

WHEREAS, pursuant to the requirements of 5 ILCS 120/2.06(c), a review of all closed session minutes has been completed; and

WHEREAS, the City Council has determined that portions of the minutes of the meetings listed on Schedule A, attached hereto, no longer require confidential treatment and should be made available for public inspection and that the redacted portions of said meeting minutes still have a need for confidential treatment and should not be released; and

WHEREAS, the City Council has further determined that a need for confidentiality still exists as to the Executive Session Minutes from the meetings set forth on Schedule B, attached hereto and incorporated by reference; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

Section 1. The Executive Session Minutes from those meetings set forth on Schedule A, attached hereto and incorporated by reference, are released in part with the confidential information redacted. The preamble to this Resolution is incorporated into the body of this resolution.

Section 2. The City Clerk is hereby authorized and directed to make the un-redacted portion of the minutes from those meetings listed in Schedule A available for inspection and copying in accordance with the Open Meetings Act and standing procedures of the Clerk's Office.

Section 3. The City Clerk is hereby authorized and directed to destroy the verbatim audio recording for those Executive Sessions that have been approved by the Council and after eighteen (18) months have passed.

Section 4. This Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 11th day of May, 2015.

APPROVED this ____ day of May, 2015.

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk

**SCHEDULE A
TO BE RELEASED**

DATE	REASON
*May 24, 2010	Section 2 c(12) Claim Settlement
August 9, 2010	Section 2 c(11) Litigation
*December 13, 2010	Section 2 c(12) Claim Settlement
March 28, 2011	Section 2 c(6) Sale of Real Estate
*April 11, 2011	Section 2 c(12) Claim Settlement
*September 12, 2011	Section 2 c(12) Claim Settlement
*September 26, 2011	Section 2 c(12) Claim Settlement
*November 28, 2011	Section 2 c(12) Claim Settlement
*January 9, 2012	Section 2 c(12) Claim Settlement
*January 23, 2012	Section 2 c(12) Claim Settlement
*February 27, 2012	Section 2 c(12) Claim Settlement
*March 12, 2012	Section 2 c(12) Claim Settlement
*March 26, 2012	Section 2 c(12) Claim Settlement
*May 14, 2012	Section 2 c(12) Claim Settlement
May 14, 2012	Section 2 c(6) Purchase of Real Estate
*June 11, 2012	Section 2 c(12) Claim Settlement
June 11, 2012	Section 2 c(5) Purchase of Real Estate
*July 23, 2012	Section 2 c(12) Claim Settlement
*October 8, 2012	Section 2 c(12) Claim Settlement
*March 23, 2013	Section 2 c(12) Claim Settlement
*August 26, 2013	Section 2 c(12) Claim Settlement
November 11, 2013	Section 2 c(5) Purchase of Real Estate
*April 28, 2014	Section 2 c(12) Claim Settlement
May 27, 2014	Section 2 c(5) Purchase of Real Estate
*July 14, 2014	Section 2 c(12) Claim Settlement
July 14, 2014	Section 2 c(5) Purchase of Real Estate
*August 25, 2014	Section 2 c(12) Claim Settlement
October 27, 2014	Section 2 c(5) Purchase of Real Estate
*January 12, 2015	Section 2 c(12) Claim Settlement
*January 12, 2015	Section 2 c(12) Claim Settlement
*January 12, 2015	Section 2 c(12) Claim Settlement
*January 26, 2015	Section 2 c(12) Claim Settlement
*February 9, 2015	Section 2 c(12) Claim Settlement
*February 23, 2015	Section 2 c(12) Claim Settlement
*March 23, 2015	Section 2 c(12) Claim Settlement

*Denotes release with redactions, as a need for confidentiality still exists as to part of said minutes.

**SCHEDULE B
TO BE RETAINED**

DATE	REASON
March 23, 2009	Section 2 c(2) Collective Bargaining
September 14, 2009	Section 2 c(5) Purchase of Real Estate
March 22, 2010	Section 2 c(2) Collective Bargaining
April 12, 2010	Section 2 c(2) Collective Bargaining
	Section 2 c(11) Litigation
May 10, 2010	Section 2 c(2) Collective Bargaining
	Section 2 c(11) Litigation
May 24, 2010	Section 2 c(12) Claim Settlement
June 14, 2010	Section 2 c(11) Litigation
July 12, 2010	Section 2 c(11) Litigation
	Section 2 c(2) Collective Bargaining
July 26, 2010	Section 2 c(2) Collective Bargaining
	Section 2 c(1) Personnel
August 9, 2010	Section 2 c(1) Personnel
	Section 2 c(2) Collective Bargaining
	Section 2 c(11) Litigation
October 25, 2010	Section 2 c(2) Collective Bargaining
December 13, 2010	Section 2 c(2) Collective Bargaining
	Section 2 c(11) Litigation
	Section 2 c(12) Claim Settlement
January 10, 2011	Section 2 c(2) Collective Bargaining
	Section 2 c(6) Sale of Real Estate
February 28, 2011	Section 2 c(2) Collective Bargaining
March 28, 2011	Section 2 c(11) Litigation
	Section 2 c(2) Collective Bargaining
	Section 2 c(6) Sale of Real Estate
April 11, 2011	Section 2 c(2) Collective Bargaining
April 25, 2011	Section 2 c(6) Sale of Real Estate
August 22, 2011	Section 2 c(2) Collective Bargaining
	Section 2 c(5) Purchase of Real Estate
September 12, 2011	Section 2 c(2) Collective Bargaining
September 26, 2011	Section 2 c(11) Litigation
October 24, 2011	Section 2 c(2) Collective Bargaining
November 14, 2011	Section 2 c(11) Litigation
November 28, 2011	Section 2 c(11) Litigation
January 23, 2012	Section 2 c(2) Collective Bargaining
February 13, 2012	Section 2 c(11) Litigation
March 26, 2012	Section 2 c(5) Purchase of Real Estate
May 14, 2012	Section 2 c(5) Purchase of Real Estate
June 11, 2012	Section 2 c(5) Purchase of Real Estate
June 25, 2012	Section 2 c(2) Collective Bargaining

DATE	REASON
July 23, 2012	Section 2 c(2) Collective Bargaining
August 13, 2012	Section 2 c(6) Sale of Real Estate
September 10, 2012	Section 2 c(11) Litigation
October 8, 2012	Section 2 c(2) Collective Bargaining
January 14, 2013	Section 2 c(11) Litigation
	Section 2 c(2) Collective Bargaining
January 28, 2013	Section 2 c(2) Collective Bargaining
March 11, 2013	Section 2 c(2) Collective Bargaining
June 10, 2013	Section 2 c(2) Collective Bargaining
June 24, 2013	Section 2 c(11) Litigation
April 21, 2014	Section 2 c(2) Collective Bargaining
May 12, 2014	Section 2 c(21) Review of Closed Session
May 27, 2014	Section 2 c(5) Purchase of Real Estate
	Section 2 c(2) Collective Bargaining
June 9, 2014	Section 2 c(11) Litigation
	Section 2 c(1) Personnel
July 14, 2014	Section 2 c(2) Collective Bargaining
	Section 2 c(5) Purchase of Real Estate
August 25, 2014	Section 2 c(1) Personnel
September 8, 2014	Section 2 c(11) Litigation
October 13, 2014	Section 2 c(5) Purchase of Real Estate
	Section 2 c(11) Litigation
	Section 2 c(12) Claim Settlement
October 27, 2014	Section 2 c(2) Collective Bargaining
	Section 2 c(21) Review of Closed Session
November 10, 2014	Section 2 c(21) Review of Closed Session
	Section 2 c(2) Collective Bargaining
	Section 2 c(5) Purchase of Real Estate
	Section 2 c(11) Litigation
December 8, 2014	Section 2 c(2) Collective Bargaining
	Section 2 c(1) Personnel
	Section 2 c(11) Litigation
December 15, 2014	Section 2 c(1) Personnel
	Section 2 c(11) Litigation
January 12, 2015	Section 2 c(11) Litigation
	Section 2 c(1) Personnel
February 9, 2015	Section 2 c(11) Litigation
February 23, 2015	Section 2 c(2) Collective Bargaining
	Section 2 c(5) Purchase of Real Estate
March 9, 2015	Section 2 c(11) Litigation
March 16, 2015	Section 2 c(1) Personnel
March 23, 2015	Section 2 c(11) Litigation



FOR COUNCIL: May 11, 2015

SUBJECT: Request for Proposals (RFP) for Taxable Capital Lease

RECOMMENDATION/MOTION: That the RFP for Taxable Capital Lease be awarded to Commerce Bank in the amount of \$3.581 million, and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services..

BACKGROUND: A diverse range of equipment, vehicles and capital projects is used to provide services to residents across the City. In 2011, the City began replacing its aging inventory on a rolling basis utilizing capital lease financing. The City has been successful in obtaining low interest rates by bidding each capital lease. The FY 2015 budget was adopted with purchasing capital equipment, vehicles and capital projects which would be financed through our capital lease program. An RFP was issued on March 30, 2015 for submittals of both a 5 year and a 10 year capital lease interest rates. A fire engine pumping unit will be financed over 10 years due to its useful life (see full list of assets attached). **Please note that all of these assets have already been purchased and the executed capital lease will reimburse spent funds, leaving the annual debt service in its place.**

The City received four (4) qualified responses:

Responses	5 Year Interest Rate	10 Year Interest Rate	Estimated Interest
Commerce Bank	2.10%	3.05%	\$254,145.40
US Bancorp	2.30%	3.39%	\$303,288.34
PNC	2.996%	2.996%	\$346,267.00
Morton Community	3.00%	3.75%	\$385,698.40

The City recommends executing with Commerce Bank who bid the lowest total interest cost.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: This RFP was published in the Pantagraph on March 30, 2015 and posted on the City's web site. In addition, twenty (20) financial institutions were mailed RFP's who requested to be on the City's bid list.

FINANCIAL IMPACT: The estimated total interest rate cost is \$254,145.40. Commerce Bank indicated they would pass on interest rate savings from any short term change in interest rates to the City between the bid and the execution of the capital lease contract. The principal and

interest payments are budgeted in the appropriate department line items in FY 2016. See line items (73401 – Principal Expense) and (73701 – Interest Expense).

Respectfully submitted for Council consideration.

Prepared by: Carla A. Murillo, Budget Manager

Financial & Budgetary review by: Patti-Lynn Silva, Finance Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments: Attachment 1. Capital Equipment List

Motion: That the RFP for Taxable Capital Lease be awarded to Commerce Bank in the amount of \$3.581 million, and the Mayor and City Clerk authorized to execute the necessary documents.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

2015 Capital Equipment/Vehicle List

• IT Fixed Asset Equipment	\$200,000
• IT Downtown Cameras	\$100,000
• IT Core & Distribution Network Switch	\$247,475
• Parks Maintenance Trucks	\$74,444
• Parks Maintenance Dirt Grinder	\$55,890
• BCPA Water Heater & HVAC Upgrade	\$15,000
• BCPA Tuck Pointing & Sealant	\$65,000
• Police Vehicles	\$180,840
• Communication Center/Fire STARCOM Upgrade	\$842,607
• Fire Ambulance	\$232,585
• Fire Medic Unit	\$34,023
• Fire Training Officer Vehicle	\$28,974
• Fire Engine Pump Unit	\$813,858 *
• Facility Management Vehicle	\$22,195
• Parking Vehicle	\$21,910
• Street Maintenance Skidsteer & Asphalt Mill	\$74,657
• Engineering Vehicle	\$22,195
• Fleet Management Vehicle Diagnostic Tool	\$7,673
• Water Transmission & Distribution Vehicles	\$44,562
• Water Purification Vehicle	\$22,812
• Lake Maintenance Mechanical Devices	\$36,888
• Water Meter Vehicles	\$44,390
• Solid Waste Recycle Truck	\$300,067
• U.S. Cellular Coliseum Security Cameras	\$7,551
• U.S. Cellular Coliseum Repairs to Ice Refrigeration, HVAC	\$85,404

Total: \$3,581,000

* This item will be financed over a one hundred and twenty (120) month period.



FOR COUNCIL: May 11, 2015

SUBJECT: Intergovernmental Agreements with the County of McLean and Town of Normal,
Regulating Use of the Police Range Facility

RECOMMENDATION/MOTION: That the Intergovernmental Agreements with the County of McLean and Town of Normal be approved, in the amount of \$8,221.98 each, and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: In July 1992, the McLean County Board granted the City a special use permit to allow a privately owned outdoor shooting range and police training facility on land located fourteen (14) miles east of Bloomington on Rt. 9.

An Intergovernmental Agreement was signed in September 1994 detailing the policies and procedures to be adhered to in order to provide joint training with the Town of Normal and the County of McLean. This standardization of procedures was necessary to provide orderly and safe training at the facility and to comply with the rules of the McLean County Planning and Zoning Commission.

The current Intergovernmental Agreements expired on December 31, 2014. A new agreement is proposed. The rate for the Town of Normal is \$8,221.98 payable on January 1, 2015 and represents payment for use from January 1, 2015 to December 31, 2015. The rate for the County of McLean is \$8,221.98 and represents payment for use from January 1, 2015 to December 31, 2015. These are one (1) year agreements. There is no rate increase for this contract due to range conditions and our inability to make contractually promised repairs.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Town of Normal and the County of McLean.

FINANCIAL IMPACT: The Town of Normal's revenue will be recorded under Police Administration - Town of Normal account (10015110 - 53350) and the County's amount under Police Administration-McLean County account (10015110 - 53320). Stakeholders can locate this in the FY 2016 Proposed Budget Book titled "Budget Overview & General Fund" on page 220.

Respectfully submitted for Council consideration.

Prepared by: Marsha Ulrich, Office Manager

Reviewed by: Kenneth Bays, Asst. Chief of Police

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments: Attachment 1. Agreement with McLean County
Attachment 2. Agreement with Town of Normal

Motion: That the Intergovernmental Agreements with the County of McLean and Town of Normal be approved, in the amount of \$8,221.98 each, and the Mayor and City Clerk authorized to execute the necessary documents.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

**INTERGOVERNMENTAL AGREEMENT
BETWEEN THE CITY OF BLOOMINGTON
AND THE COUNTY OF MCLEAN
REGULATING THE USE BY THE COUNTY OF MCLEAN
OF THE POLICE SHOOTING RANGE FACILITY
OF THE CITY OF BLOOMINGTON**

WHEREAS, under Article 7, Section 10, of the 1970 Illinois Constitution, units of local government may contract among themselves to obtain or share services and to exercise, combine, or transfer any power or function, in any manner not prohibited by law or ordinance; and

WHEREAS, the City of Bloomington is a home rule municipality under Article 7, section 6, of the 1970 Illinois Constitution; and

WHEREAS, the County of McLean is a unit of local government exercising power under the Illinois Counties Code (55 ILCS 5/1-1001, et seq.); and

WHEREAS, the City of Bloomington and the County of McLean desire to agree on the manner in which Law Enforcement Agencies use the Police Shooting Range owned by the City of Bloomington; and

WHEREAS, the McLean County Board and the Bloomington City Council have, by appropriate actions, authorized this Agreement,

I. STATEMENT OF PURPOSE

The shooting range owned by the City of Bloomington is intended to supply training supplemental to the training required by the Police Training Act (50 ILCS 705/1 et seq.) and the Firearms Training for Peace Officers Act (50 ILCS 710/1, et seq.). The facility is owned by the City of Bloomington and is located in Martin Township in unincorporated McLean County.

II. DEFINITIONS

When used in the Agreement, the following terms shall have the meaning indicated:

“Agency/Agencies”: The County of McLean Police Agency.

“Chief”: The City of Bloomington Chief of Police or his designee.

“Facility”: The City of Bloomington Police Shooting Range.

III. ADMINISTRATION

The facility shall be administered by the Chief.

IV. USE OF THE FACILITY

The City of Bloomington shall permit the agencies to use the facility under the following conditions.

A. Scheduling

The agency will submit requests to the Chief by May 1st for the following year. The Chief shall establish a master schedule each year for the use of the facility. The agency will be assigned 25 shooting dates for the year. A proposed schedule will be given to the agency for their review. The agency will be responsible for notifying the Chief of any problems with the scheduled dates. The Chief will issue a final schedule.

Should the agency be unable to use the range during a scheduled time after the final schedule has been issued, the Chief will assign that agency an alternate date if one is available and the agency requests one. Likewise, if the range becomes unavailable on a date scheduled for use by the agency, the Chief will schedule an alternate date if desired. The Chief will assign alternate dates only upon request. The Chief will make every effort to provide 25 shooting dates per year for the agency; however, the agency may receive fewer dates if scheduling problems occur that are beyond the control of the Chief.

The agency may schedule shooting dates in addition to those listed on the master schedule on an as needed basis by contacting the Chief. There shall be no limit on the number of times any agency may use the shooting range during a given year, but requests for use will be subject to range availability. The agency understands and agrees that rescheduling canceled dates from the master schedule shall take precedence over scheduling any additional shooting time.

B. Supervision

The agency shall comply with the conditions of the Special Use Permit for the range property issued by the McLean County Board, a copy of which has been previously supplied and is incorporated herein by reference.

The agency shall be required to provide a range officer who shall be present at all times the agency uses the facility. The use of the facility shall be conditioned on the agency providing the Chief a current list of approved range officers employed by the agency using the range. Failing to provide the list or to keep it current, shall be grounds to refuse to allow the agency to use the facility.

C. Equipment

The agency using the shooting range shall provide their own ammunition, targets, and related equipment.

The indoor range will be limited to use of lead free ammunition only. Any agency using lead ammunition will be responsible for the cost of lead abatement at the facility as well as for any additional losses suffered by the City of Bloomington in relation to the use of lead ammunition, including loss of use of the facility during such time as needed to abate the property.

D. Damage

The agency using the shooting range shall be responsible for damages that were due to negligence, or misuse of site equipment. Damages associated with regular wear and tear of the equipment are the responsibility of the City of Bloomington.

The range master for the agency shall inspect the shooting range site for any damage at the beginning of each day the range is used by the requesting agency and shall notify the Bloomington Police Department as soon as reasonably possible for such damage. If such notification is not made, the agency shall be billed for any damage discovered at the shooting range site after such agency used the range.

E. Annual Range Preparation

The Bloomington Police Department seeks assistance from the agency in preparing the shooting ranges for annual use. The agency agrees to assign a minimum of one range officer, (if requested) and preferably each Department's head range instructor, for forty (40) hours per year to perform range preparation duties.

V. RANGE FEES/BILLING

The Agency will pay the City of Bloomington an annual fee of eight thousand two hundred twenty-one dollars and ninety-eight cents (\$8,221.98) for use of the facility for 2014. This fee shall be paid on January 1st of 2014 and shall represent payment for use from January 1, 2014 until December 31, 2014. The fee shall be the same regardless of the number of times the agency uses the facility during the year.

VI. MAINTENANCE

The City of Bloomington will maintain the current physical facility and upkeep of the property as it is as of January 1st of the agreement year. ~~However, during the term of this Agreement, the City of Bloomington shall remove the gravel on the pistol shooting side and fill it in with concrete, pour a concrete pad for a future "entry house," and increase the size of the rifle range, if feasible.~~ If the agency cannot use the facility because it is not in operating condition (defined as the ability to qualify by state standards) on a scheduled shooting date, the agency may receive a reduction in the annual fee, but only under the following conditions: there shall be no reduction in the fee if the agency receives 25 shooting dates during the year. If the agency receives fewer than 25 shooting dates a reduction shall be made only for those dates missed because of operational conditions with the facility. To receive a fee reduction under those circumstances the agency must contact the Chief or his designee immediately to report that the facility is not in

operating condition and remain at the facility, if requested to do so, until the Chief or his designee can verify and document the problem. The agency entitled to reduction shall receive \$280.00 for each scheduled shooting date missed.

VII. LIABILITY

Each of the parties of this Agreement shall insure themselves or obtain insurance in an aggregate amount of \$1,000,000.00 (one million dollars) per incident for claims or judgments against them arising from the construction, management, operation, or maintenance of the Training Facility established by the agreement. Each party to this Agreement shall indemnify and hold harmless the other parties to this Agreement against all liability arising for injury to person or property resulting from the acts of each party's own employees.

In the event an employee of any jurisdiction which is a party to this Agreement is injured in such a manner as to require the jurisdiction employing said officer to pay claims to said officer under the Worker's Compensation Act, the expenses for such injury shall be borne by the jurisdiction employing the officer and shall not be subject to contribution from the other two jurisdictions entering into this Agreement.

Each party to the Agreement shall waive any claims for damages or injury which it may have a right to assert against any other party to this Agreement which arises from the management, operation, or maintenance of the Training Facility established by this Agreement, excepting claims for misappropriation of funds and claims for damages or injury resulting from willful or wanton conduct of an employee of a party to the Agreement.

Nothing in the Agreement is intended to modify or waive the protections each party has under the Local Governmental and Governmental Employees Tort Immunity Act (745 ILCS 10/1-101 et seq.).

VIII. AMENDMENT OF AGREEMENT

This Agreement may be amended from time to time as deemed appropriate by the parties to the Agreement. Any party wishing to withdraw is required to give thirty (30) days' notice of such intention to the other parties to this Agreement before December 1st of any year effective January 1st of the following year.

IX. TERM

This Agreement shall remain in full force and effect for a period of one (1) year, beginning on January 1, 2014 and terminating on December 31, 2014. First payment is due January 1, 2014.

X. SEVERABILITY

In the event any portion of this Agreement is held by any court to be unconstitutional or in excess of the powers granted by law to the parties to this Agreement, such ruling or findings

shall not void this Agreement, but shall instead be deemed to have severed such provisions from the remainder of this Agreement.

Date

TOWN OF NORMAL

By: _____
Mayor

ATTEST: _____
Normal Town Clerk

Date

CITY OF BLOOMINGTON

By: _____
Tari Renner, Mayor

ATTEST: _____
Cherry Lawson, City Clerk

INTERGOVERNMENTAL AGREEMENT
BETWEEN THE CITY OF BLOOMINGTON
AND THE TOWN OF NORMAL
REGULATING THE USE BY THE TOWN OF NORMAL
OF THE POLICE SHOOTING RANGE FACILITY
OF THE CITY OF BLOOMINGTON

WHEREAS, under Article 7, Section 10, of the 1970 Illinois Constitution, units of local government may contract among themselves to obtain or share services and to exercise, combine, or transfer any power or function, in any manner not prohibited by law or ordinance; and

WHEREAS, the City of Bloomington and the Town of Normal are home rule municipalities under article 7, section 6, of the 1970 Illinois Constitution; and

WHEREAS, the City of Bloomington and the Town of Normal desire to agree on the manner in which Law Enforcement Agencies use the Police Shooting Range owned by the City of Bloomington; and

WHEREAS, the Board of Trustees of the Town of Normal and the Bloomington City Council have, by appropriate actions, authorized this Agreement,

I. STATEMENT OF PURPOSE

The shooting range owned by the City of Bloomington is intended to supply training supplemental to the training required by the Police Training Act (50 ILCS 705/1 et seq.) and the Firearms Training for Peace Officers Act (50 ILCS 710/1, et seq.). The facility is owned by the City of Bloomington and is located in Martin Township in unincorporated McLean County.

II. DEFINITIONS

When used in the Agreement, the following terms shall have the meaning indicated:

"Agency/Agencies": The Town of Normal.

"Chief": The City of Bloomington Chief of Police or his designee.

"Facility": The City of Bloomington Police Shooting Range.

III. ADMINISTRATION

The facility shall be administered by the Chief.

IV. USE OF THE FACILITY

The City of Bloomington shall permit the agencies to use the facility under the following conditions.

A. Scheduling

The agency will submit requests to the Chief by May 1st for the following year. The Chief shall establish a master schedule each year for the use of the facility. The agency will be assigned 25 shooting dates for the year. A proposed schedule will be given to the agency for their review. The agency will be responsible for notifying the Chief of any problems with the scheduled dates. The Chief will issue a final schedule.

Should the agency be unable to use the range during a scheduled time after the final schedule has been issued, the Chief will assign that agency an alternate date if one is available and the agency requests one. Likewise, if the range becomes unavailable on a date scheduled for use by the agency, the Chief will schedule an alternate date if desired. The Chief will assign alternate dates only upon request. The Chief will make every effort to provide 25 shooting dates per year for the agency; however, the agency may receive fewer dates if scheduling problems occur that are beyond the control of the Chief.

The agency may schedule shooting dates in addition to those listed on the master schedule on an as needed basis by contacting the Chief. There shall be no limit on the number of times any agency may use the shooting range during a given year, but requests for use will be subject to range availability. The agency understands and agrees that rescheduling canceled dates from the master schedule shall take precedence over scheduling any additional shooting time.

B. Supervision

The agency shall comply with the conditions of the Special Use Permit for the range property issued by the McLean County Board, a copy of which has been previously supplied and is incorporated herein by reference.

The agency shall be required to provide a range officer who shall be present at all times the agency uses the facility. The use of the facility shall be conditioned on the agency providing the Chief a current list of approved range officers employed by the agency using the range. Failing to provide the list or to keep it current, shall be grounds to refuse to allow the agency to use the facility.

C. Equipment

The agency using the shooting range shall provide their own ammunition, targets, and related equipment.

The indoor range will be limited to use of lead free ammunition only. Any agency using lead ammunition will be responsible for the cost of lead abatement at the facility as well as for any additional losses suffered by the City of Bloomington in relation to the use of lead ammunition, including loss of use of the facility during such time as needed to abate the property.

D. Damage

The agency using the shooting range shall be responsible for damages that were due to negligence, or misuse of site equipment. Damages associated with regular wear and tear of the equipment are the responsibility of the City of Bloomington.

The range master for the agency shall inspect the shooting range site for any damage at the beginning of each day the range is used by the requesting agency and shall notify the Bloomington Police Department as soon as reasonably possible for such damage. If such notification is not made, the agency shall be billed for any damage discovered at the shooting range site after such agency used the range.

E. Annual Range Preparation

The Bloomington Police Department seeks assistance from the agency in preparing the shooting ranges for annual use. The agency agrees to assign a minimum of one range officer, (if requested) and preferably each Department's head range instructor, for forty (40) hours per year to perform range preparation duties.

V. RANGE FEES/BILLING

The Agency will pay the City of Bloomington an annual fee of eight thousand two hundred twenty-one dollars and ninety-eight cents (\$8,221.98) for use of the facility for 2015. This fee shall be paid on January 1st of 2015 and shall represent payment for use from January 1, 2015 until December 31, 2015.

VI. MAINTENANCE

The City of Bloomington will maintain the current physical facility and upkeep of the property as it is as of January 1st. If the agency cannot use the facility because it is not in operating condition (defined as the ability to qualify by state standards) on a scheduled shooting date, the agency may receive a reduction in the annual fee, but only under the following conditions: there shall be no reduction in the fee if the agency receives 25 shooting dates during the year. If the agency receives fewer than 25 shooting dates a reduction shall be made only for those dates missed because of operational conditions with the facility. To receive a fee reduction under those circumstances the agency must contact the Chief or his designee immediately to report that the facility is not in operating condition and remain at the facility, if requested to do so, until the Chief or his designee can verify and document the problem. The agency entitled to reduction shall receive 1/25th of the annual fee or \$328.88 for each scheduled shooting date missed.

VII. LIABILITY

Each of the parties of this Agreement shall insure themselves or obtain insurance in an aggregate amount of \$1,000,000.00 (one million dollars) per incident for claims or judgments against them arising from the construction, management, operation, or maintenance of the Training Facility established by the agreement. Each party to this Agreement shall indemnify and hold harmless the other parties to this Agreement against all liability arising for injury to person or property resulting from the acts of each party's own employees.

In the event an employee of any jurisdiction which is a party to this Agreement is injured in such a manner as to require the jurisdiction employing said officer to pay claims to said officer under the Worker's Compensation Act, the expenses for such injury shall be borne by the jurisdiction employing the officer and shall not be subject to contribution from the other jurisdiction entering into this Agreement.

Each party to the Agreement shall waive any claims for damages or injury which it may have a right to assert against any other party to this Agreement which arises from the management, operation, or maintenance of the Training Facility established by this Agreement, excepting claims for misappropriation of funds and claims for damages or injury resulting from willful or wanton conduct of an employee of a party to the Agreement.

Nothing in the Agreement is intended to modify or waive the protections each party has under the Local Governmental and Governmental Employees Tort Immunity Act (745 ILCS 10/1-101 et seq.).

VIII. AMENDMENT OF AGREEMENT

This Agreement may be amended from time to time as deemed appropriate by the parties to the Agreement. Any party wishing to withdraw is required to give thirty (30) days' notice of such intention to the other parties to this Agreement before December 1st of any year effective January 1st of the following year.

IX. TERM

This Agreement shall remain in full force and effect for a period of one (1) year, beginning on January 1, 2015 and terminating on December 31, 2015. First payment is due January 1, 2015.

X. SEVERABILITY

In the event any portion of this Agreement is held by any court to be unconstitutional or in excess of the powers granted by law to the parties to this Agreement, such ruling or findings shall not void this Agreement, but shall instead be deemed to have severed such provisions from the remainder of this Agreement.

April 20, 2015
Date

TOWN OF NORMAL

By: Christopher Koo
Mayor

ATTEST: Wendell J. Byers
Normal Town Clerk

Date

CITY OF BLOOMINGTON

By: _____
Mayor

ATTEST: _____
Bloomington City Clerk

CITY OF BLOOMINGTON
CONTRACT WITH
Hastings Air Energy Control, Inc.

FOR
Install of Vehicle Exhaust Systems at Station #2 & #6

THIS AGREEMENT, dated this 11 day of May, 2015, is between the City of Bloomington (hereinafter "CITY") and Hastings Air Energy Control, Inc. (hereinafter "CONTRACTOR").

NOW THEREFORE, the parties agree as follows:

Section 1. Recitals. The recitals set forth above are incorporated into this Section 1 as if specifically stated herein.

Section 2. Description of Services. CONTRACTOR shall provide the services/work identified on Exhibit A.

Section 4. Payment. For the work performed by CONTRACTOR under this Contract, the CITY shall pay CONTRACTOR \$ 120,000. Invoices shall be due and payable within 45 days of submission.

Section 5. Default and Termination. Either party shall be in default if it fails to perform all or any part of this Contract. If either party is in default, the other party may terminate this Contract upon giving written notice of such termination to the party in default. Such notice shall be in writing and provided thirty (30) days prior to termination. The non-defaulting party shall be entitled to all remedies, whether in law or equity, upon the default or a violation of this Contract. In addition, the prevailing party shall be entitled to reimbursement of attorney's fees and court costs.

Section 6. Indemnification. To the fullest extent permitted by law, CONTRACTOR shall indemnify and hold harmless CITY, its officers, officials, agents and employees from claims, demands, causes of action and liabilities of every kind and nature whatsoever arising out of or in connection with CONTRACTOR's operations performed under this Contract, except for loss, damage or expense arising from the sole gross negligence or willful misconduct of the CITY or the CITY's agents, servants or independent contractors who are directly responsible to CITY. This indemnification shall extend to claims occurring after this Contract is terminated as well as while it is in force. The indemnity shall apply regardless of any concurrent negligence, whether active or passive, of the CITY or CITY's officers, officials, agents, employees, or any other persons or entities. The indemnity set forth in this section shall not be limited by insurance requirements or by any other provision of this Contract.

Section 7. General Liability Insurance. CONTRACTOR shall maintain general liability insurance for bodily injury and property damage arising directly from its negligent acts or omissions, with general limits shall be less than \$2,000,000.00. Certificates of insurance shall be provided to CITY and CITY shall be named as an additional insured under the policy. Umbrella liability coverage must also be provided in the amount of \$4,000,000 for each occurrence, \$4,000,000 in aggregate.

Section 8. Representations of Vendor. CONTRACTOR hereby represents it is legally able to perform the work that is subject to this Contract.

Section 9. Assignment. Neither party may assign this Contract, or the proceeds thereof, without written consent of the other party.

Section 10. Compliance with Laws. CONTRACTOR and all work by CONTRACTOR shall at all times comply with all laws, ordinances, statutes and governmental rules, regulations and codes.

Section 11. Prevailing Wage. The following shall apply to this contract:

- ☐ This contract is not for a "public work" and therefore Prevailing Wage does not apply. *Initial:* _____ (City) _____ (CONTRACTOR)
- ☒ This contract calls for the construction of a "public work," within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 et seq. ("the Act"). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the current "prevailing rate of wages" (hourly cash wages plus amount for fringe benefits) in the county where the work is performed. The Department publishes the prevailing wage rates on its website at <http://labor.illinois.gov/>. The Department revises the prevailing wage rates and the contractor/subcontractor has an obligation to check the Department's web site for revisions to prevailing wage rates. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor's website. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, including but not limited to, all wage requirements and notice and record keeping duties.
Initial: _____ (City) _____ (CONTRACTOR)

Section 12. Compliance with FOIA Requirements. CONTRACTOR further explicitly agrees to furnish all records related to this Contract and any documentation related to CITY required under an Illinois Freedom of Information Act (ILCS 140/1 et. seq.) ("FOIA") request within five (5) business days after CITY issues notice of such request to CONTRACTOR. CONTRACTOR agrees to not apply any costs or charge any fees to the CITY regarding the procurement of records required pursuant to a FOIA request. CONTRACTOR agrees to defend, indemnify, and hold harmless CITY, and agrees to pay all reasonable costs connected therewith (including, but not limited to reasonable attorney's and witness fees, filing fees, and any other expenses) for CITY to defend any and all causes, actions, causes of action, disputes, prosecutions, or conflicts arising from CONTRACTOR actual or alleged violation of the FOIA, or CONTRACTOR failure to furnish all documentation related to a request within five (5) days after CITY issues notice of a request. Furthermore, should CONTRACTOR request that CITY utilize a lawful exemption under FOIA in relation to any FOIA request thereby denying that request, CONTRACTOR agrees to pay all costs connected therewith (such as reasonable attorney's and witness fees, filing fees and any other expenses) to defend the denial of the request. The defense shall include, but not be limited to, challenged or appealed denials of FOIA requests to either the Illinois Attorney General or a court of competent jurisdiction. CONTRACTOR agrees to defend, indemnify, and hold harmless CITY, and agrees to pay all costs connected therewith (such as reasonable attorney's and witness fees, filing fees and any other expenses) to defend any denial of a FOIA request by CONTRACTOR request to utilize a lawful exemption to CITY.

Section 13. Governing Law. This Agreement shall be governed by and interpreted pursuant to the laws of the State of Illinois.

Section 14. Joint Drafting. The parties expressly agree that this agreement was jointly drafted, and that both had opportunity to negotiate its terms and to obtain the assistance of counsel in reviewing it terms prior to execution. Therefore, this agreement shall be construed neither against nor in favor of either party, but shall construed in a neutral manner.

Section 15. Attorney Fees. In the event that any action is filed in relation to this agreement, the unsuccessful party in the action shall pay to the successful party, in addition to all the sums that either party may be called on to pay, a reasonable sum for the successful party's attorneys' fees.

Section 16. Paragraph Headings. The titles to the paragraphs of this agreement are solely for the convenience of the parties and shall not be used to explain, modify, simplify, or aid in the interpretation of the provisions of this agreement.

Section 17. Counterparts. This agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute the same instrument.

CITY OF BLOOMINGTON

Hastings Air Energy Control, Inc.

By: _____
Its City Manager

By: _____
Its _____

ATTEST:

By: _____
City Clerk

By: _____
Its _____

EXHIBIT A

SCOPE OF SERVICES / WORK PROVIDED

As described in RFP #2015-43 Installation of Emergency Vehicle Exhaust Removal Systems.

Fire Station #2- design, manufacture and installation of a vehicle exhaust extraction system which allows six (6) vehicles with under carriage exhaust to be connected.

Scope-

System includes:

- (1) 70ft. straight rail system complete with two (2) vehicle connections.
- (4) 30ft. track systems complete with one (1) vehicle connection.
- (1) 7.5hp exhaust fan complete with silencer and back-draft damper.
- (1) Control panel and low voltage control sensors for system activation.

All mechanical installation, electrical high voltage wiring and tailpipe modifications included.

System warranty in 5 years parts and labor on all system components and 10 year on all aluminum extrusions.

Fire Station #6 - design, manufacture and installation of a vehicle exhaust extraction system which allows four (4) vehicles to be connected. Two (2) vehicles with under carriage exhaust and two (2) vehicles with vertical stack exhaust.

Scope-

System includes:

- (2) 50ft. vertical stack rails with one (1) vehicle connection per rail.
- (2) 30ft. track systems complete.
- (1) 7.5hp exhaust fan complete with silencer and back-draft damper.
- (1) Control panel and low voltage control sensors for system activation.

All mechanical installation, electrical high voltage wiring and tailpipe modifications included.

System warranty in 5 years parts and labor on all system components and 10 year on all aluminum extrusions.

Fire Station #3 - add one (1) vehicle connection to existing middle bay rail.



FOR COUNCIL: May 11, 2015

SUBJECT: Waive the Formal Bid Process and award Contract to Hastings Air Energy Control Inc. for installation of Vehicle Exhaust Systems in Fire Stations #2 and #6

RECOMMENDATION/MOTION: Waive the Formal Bid Process for the installation of Vehicle Exhaust Systems at Fire Station #2 and Fire Station #6 and award a Contract to Hastings Air Energy Control, Inc. of New Berlin, WI not to exceed \$120,000 and the Resolution adopted, and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 2 Upgrade City Infrastructure and Facilities

STRATEGIC PLAN SIGNIFICANCE: Objective d. Well-designed, well maintained City Facilities emphasizing productivity and customer service.

BACKGROUND: The Vehicle Exhaust Systems are designed to remove the diesel exhaust/diesel particulate matter (DE/DPM) from the building. Personnel are routinely exposed to carbon monoxide (CO), nitric oxide (NO), and nitrogen dioxide (NO₂). Prolonged DE/DPM exposure can increase the risk of cardiovascular, cardiopulmonary, respiratory disease and lung cancer.

In October 2014, the City issued a Request for Proposal (RFP#2015-43) for the installation of Vehicle Exhaust Systems in three (3) fire stations. Based on that RFP and the recommendation of staff; the Council awarded a contract to Hastings Air Energy, Inc. on March 9, 2015 for the install of Vehicle Exhaust Systems for Headquarters Station, Fire Station #3 and Fire Station #4.

The Council approved the funding to complete that installation of exhaust systems in the two (2) remaining fire stations (1911 Hamilton Road and 4040 E. Oakland Ave.) as part of the 2016 budget. Staff recommends that Hastings Air Energy be given the contract, so the exhaust systems, including operation, hook ups and maintenance are consistent at all stations. Hastings will be able to complete work on the initial three (3) stations and seamlessly move to install at Stations #2 and #6. The work also includes adding an additional exhaust drop at Station #3.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Hastings Air Energy Control, Inc. New Berlin, WI.

Facility	Cost
Fire Station #2 (1911 Hamilton Road)	\$58,725.00
Fire Station #6 (4040 E. Oakland Ave.)	\$55,625.00
Fire Station #3 (2301 E. Empire)	\$4,255.00
	\$118,605.00

FINANCIAL IMPACT: The FY 2016 Budget appropriated \$120,000 in the Capital Lease Program under Buildings account (40110133-72520). Stakeholders can locate this in the FY

2016 Proposed Budget Book titled “Other Funds & Capital Improvement Program” on pages 81 & 199.

Respectfully submitted for Council consideration.

Prepared by: Eric Vaughn, Deputy Chief of Administration

Reviewed by: Brian Mohr, Fire Chief

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Angela Fyans-Jimenez, Deputy Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:	Attachment 1.	Resolution
	Attachment 2.	Hastings Air Energy Control, Inc. - Fire Station #2 Quote
	Attachment 3.	Hastings Air Energy Control, Inc. - Fire Station #6 Quote
	Attachment 4.	Hastings Air Energy Control, Inc. - Fire Station #3 Quote
	Attachment 5.	Hastings Contract – City Terms & Conditions
	Attachment 6.	OSHA Hazard Alert

Motion: Waive the Formal Bid Process for the installation of Vehicle Exhaust Systems at Fire Station #2 and Fire Station #6 and award a Contract to Hastings Air Energy Control, Inc. of New Berlin, WI not to exceed \$120,000 and the Resolution adopted, and the Mayor and City Clerk authorized to execute the necessary documents.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

RESOLUTION NO 2015

**A RESOLUTION WAIVING THE FORMAL BIDDING PROCESS AND
AUTHORIZING THE PURCHASE AND INSTALLATION OF VEHICLE EXHAUST
REMOVAL SYSTEMS AT FIRE STATIONS #2 AND #6 BY HASTINGS AIR ENERGY
CONTROL, INC. AT A PRICE NOT TO EXCEED \$120,000.**

Be It Resolved by the City Council of the City of Bloomington, Illinois,

1. That the bidding process be waived and the Purchasing Agent be authorized to entered into a contact with Hastings Air Energy Control, Inc. for the installation of vehicle exhaust removal systems at Fire Station #2 and #6 at a price not to exceed \$120,000.00.

ADOPTED this 11th day of May, 2015.

APPROVED this ____ day of May, 2015.

APPROVED:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk



HASTINGS
air energy control, inc.
creating a cleaner workplace

5555 South Westridge Drive
New Berlin, WI 53151-7900

P: 800.236.8450 / 262.364.0500
F: 800.260.9199 / 262.364.0550

Illinois Office
P: 847.362.9660

Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Eric Vaughn
Bloomington Fire Dept. #6
4040 E Oakland Avenue
Bloomington IL 61701

Ship To:

Date: 4/20/2015
Sales Person: Dean Havnen
Quote #: QUO-23176-S1D2X9
Expires: 6/30/2015

Quote Per Request

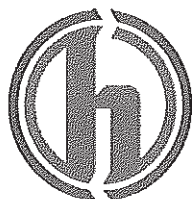
The proposal includes the design, manufacture and installation of a vehicle exhaust extraction system which allows four (4) vehicles to be connected. Two vehicles with under carriage exhaust and two vehicles with vertical stack exhaust.

Scope

System includes:

- (2) 50ft Vertical stack rails with one vehicle connection per rail
 - (2) 30ft track systems complete
 - (1) 7.5hp exhaust fan complete with silencer & back-draft damper.
 - (1) Control panel and low voltage control sensors for system activation
- All mechanical installation, electrical high voltage wiring and tailpipe modifications included.

System warranty is 5 YEARS PARTS and LABOR on all system components and 10 YEAR on all aluminum extrusions.



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Illinois Office
P: 847.362.9660

Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Eric Vaughn
Bloomington Fire Dept. #6
4040 E Oakland Avenue

Bloomington IL 61701

Ship To:

Bloomington Fire Dept. #6

Date: 4/20/2015

Sales Person: Dean Havnen

Quote #: QUO-23176-S1D2X9

Expires: 6/30/2015

Part #	Description	Qty
VE-VSR-501B	VSRA-50 Vertical Stack Rail Includes: 47.5 ft of aluminum profile 100 ft rubber seal. 4 pcs of Suspension kits, including 2 brackets 2, trolleys,1, centering spring 2, trolley stops 1- catcher including gate damper 1- back in connection Ø6.25".hose , end connection and hose clamps 2- Rail Splice	1.00
VE-VSR-501D	VSRA-50-D Vertical Stack Rail Includes: 47.5 ft of aluminum profile 100 ft rubber seal. 4 pcs of Suspension kits, including 2 brackets 2, trolleys,1, centering spring 2, trolley stops 2- catcher including gate damper 1- Drive thru connection Ø6.25".hose , Top rail connection and hose clamps 2- Rail Splice	1.00
ADAP-106	6" Ceramic Coated Stack Adapter	2.00
VE-TRACK-19	1 - 19' Boxloc Track	6.00
DAMP-034	Damper, backdraft 6" BDD/One per drop on STRA	2.00
VE-SBTA-30TP	SBTA-30 Track pack. Includes: Track, endstops, splices, Joiner Plates, Security Bolts, Tape, Labels	2.00
VE-SBTA-MG-LH54	5" Magnetic Grabber - 4" Lower hose assembly . Includes: Safety Disconnect, 2' Hose, Reducer, Magnetic Grabber®, 5" Conical Tailpipe Adapter	2.00
VE-SBTA-MG-UH204	SBTA-MG-Upper hose pack 20' x 4". Includes: Hose, Saddle, Trolley, Balancer, Riser Bracket	2.00
SEN-002	Engine Pressure Sensor Assembly w/ear clips	4.00
VE-LEG-LP1	Sq Alumn Leg Tube, 1.2" Sq. X 19' Long, Extruded Alumn, Field Cut To Req'D Length	13.00
VE-LEG-MKF	Vertical Leg Mount Kit	26.00
VE-WRK-R08	Wireless Receiver w/3 relays, 2400 MHZ with enclosure.	1.00
VE-WRK-T09	Transmitter, Remote, 2.4 GHZ w/spade lugs	4.00

NOTE: Shipping and Tax are NOT INCLUDED.

I have read the terms page, a single, separate page from the pricing,
and I accept the terms and conditions of this quotation.

Signed: _____
Name: _____ Title: _____

Terms:

_____ Prepay - 3% Discount:
_____ Net 30 Days from Shipment
_____ Visa/Mastercard/Discover

Purchase Order # _____

Thank you for considering Hastings.

Please remit to:
Hastings Air-Energy Control, Inc.
5555 S. Westridge Drive
New Berlin, WI 53151-7900



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creating a cleaner workplace

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New Berlin, WI 53151-7900

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Illinois Office
P: 847.362.9660

Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Part #	Description	Qty
FAN-088N	TEV Fan, 7.5 Hp, 3450 Rpm, 208-230/460V, 3Ph, 60Hz, Tefc Motor.	1.00
SIL-12	Silencer - 12" - 12x16x36	1.00
DAMP-046	Damper - Backdraft - 12"	1.00
ADAP-036	Rectangular To Round (12" Dia Male Fitting) Transition For Tev 5 Series Fans	1.00
VE-CP-025	Control operation system for 7.5HP-208V-240V 3PH 19AMP	1.00
INST-M	Mechanical installation to include: mounting & bracing of the equipment, all exhaust ducting, mounting of the exhaust fan & control panel and all control wiring.	1.00
INST-E	Electrical high voltage of (1) 7.5hp exhaust fan & (1) control panel	1.00
INST-TPM	Tailpipe modifications provided for the magnetic grabber nozzle attachment. Includes all material and labor for complete modifications.	1.00
PD	Per Diem	1.00
FRT	Freight	1.00
LIFT	Lift Usage Charges	1.00
		\$55,625.00

NOTE: Shipping and Tax are NOT INCLUDED.

I have read the terms page, a single, separate page from the pricing,
and I accept the terms and conditions of this quotation.

Signed: _____
Name: _____ Title: _____

Terms:

_____ Prepay - 3% Discount:
_____ Net 30 Days from Shipment
_____ Visa/Mastercard/Discover

Purchase Order # _____

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P: 248.888.9911

Minnesota Office
P: 952.882.8450

TERMS:

Freight for equipment is FOB destination. Hastings will deliver with our truck. Future parts or filter orders will ship prepaid and add.

Normal delivery is 3 to 4 weeks after receipt of confirming purchase order or prepayment check.

Warranty is per manufacturer specifications. Contact representative for more details.

Payment terms are 3% discount for prepayment with order, or net 30 from date of start up. Payment terms discount (3%) does not apply if the payment is made with a credit card. A 1½ % per month finance charge will be assessed on all invoice balances outstanding past 30 days.

Price does not include sales tax. Please provide municipality's tax exemption certificate.



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Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Cheif Eric Vaughn
Bloomington Fire Dept. #3
2301 E Empire St
Bloomington IL 61701

Ship To:

Date: 4/27/2015
Sales Person: Dean Havnen
Quote #: QUO-23280-V9Q9R3
Expires: 6/30/2015

Quote Per Request

Quote to add one (1) additional vehicle exhaust system drop for fire station #3.



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Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Cheif Eric Vaughn
Bloomington Fire Dept. #3
2301 E Empire St

Bloomington IL 61701

Ship To:

Bloomington Fire Dept. #3

Date: 4/27/2015

Sales Person: Dean Havnen

Quote #: QUO-23280-V9Q9R3

Expires: 6/30/2015

Part #	Description	Qty
VE-SBTA-20TP	SBTA-20 Track pack. Includes: Track, endstops, splices, Joiner Plates, Security Bolts, Tape, Labels	1.00
VE-SBTA-MG-LH54	5" Magnetic Grabber - 4" Lower hose assembly . Includes: Safety Disconnect, 2' Hose, Reducer, Magnetic Grabber®, 5" Conical Tailpipe Adapter	1.00
VE-SBTA-MG-UH204	SBTA-MG-Upper hose pack 20' x 4". Includes: Hose, Saddle, Trolley, Balancer, Riser Bracket	1.00
SEN-002	Engine Pressure Sensor Assembly w/ear clips	1.00
VE-LEG-LP1	Sq Alumn Leg Tube, 1.2" Sq. X 19' Long, Extruded Alumn, Field Cut To Req'D Length	2.00
VE-LEG-MKF	Vertical Leg Mount Kit	2.00
VE-WRK-T09	Transmitter, Remote, 2.4 GHZ w/spade lugs	1.00
INST-M	Mechanical installation	1.00
FRT	Freight	1.00
		\$4,255.00

NOTE: Shipping and Tax are NOT INCLUDED.

I have read the terms page, a single, separate page from the pricing,
and I accept the terms and conditions of this quotation.

Signed: _____

Name: _____ Title: _____

Terms:

_____ Prepay - 3% Discount:
_____ Net 30 Days from Shipment
_____ Visa/Mastercard/Discover

Purchase Order # _____

Thank you for considering Hastings.

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TERMS:

Freight for equipment is FOB destination. Hastings will deliver with our truck. Future parts or filter orders will ship prepaid and add.

Normal delivery is 3 to 4 weeks after receipt of confirming purchase order or prepayment check.

Warranty is per manufacturer specifications. Contact representative for more details.

Payment terms are 3% discount for prepayment with order, or net 30 from date of start up. Payment terms discount (3%) does not apply if the payment is made with a credit card. A 1½ % per month finance charge will be assessed on all invoice balances outstanding past 30 days.

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Eric Vaughn
Bloomington Fire Dept. #2
1911 Hamilton Road
Bloomington IL 61701

Ship To:

Date: 4/20/2015
Sales Person: Dean Havnen
Quote #: QUO-23175-H4Y9J5
Expires: 6/26/2015

Quote Per Request

The proposal includes the design, manufacture and installation of a vehicle exhaust extraction system which allows six (6) vehicles with under carriage exhaust to be connected.

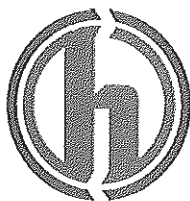
Scope

System includes:

- (1) 70ft Straight rail system complete with two vehicle connections
- (4) 30ft track systems complete with one vehicle connection
- (1) 7.5hp exhaust fan complete with silencer & back-draft damper.
- (1) Control panel and low voltage control sensors for system activation

All mechanical installation, electrical high voltage wiring and tailpipe modifications included.

System warranty is 5 YEARS PARTS and LABOR on all system components and 10 YEAR on all aluminum extrusions.



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Eric Vaughn
Bloomington Fire Dept. #2
1911 Hamilton Road

Bloomington IL 61701

Ship To:
Bloomington Fire Dept. #2

Date: 4/20/2015
Sales Person: Dean Havnen
Quote #: QUO-23175-H4Y9J5
Expires: 6/26/2015

Part #	Description	Qty
VE-STRA-75	Straight Rail System 75 Includes: 3- 19' of Extruded Aluminum Profile 1- 14.25' of Extruded Aluminum Profile 1- End Socket w/ Sealing Lid and Rubber End stop (Rear) 150' Rubber Lip 7- Top Suspension Mounts 3- Rail Splicing Sleeve (Internal) Note: Must order end cap of choice, rubber bumper or hydraulic shock separately.	1.00
VE-STRA-MG-LH4	5" Magnetic Grabber - 4" Lower hose assembly STR. Includes: Safety Disconnect, 2' Hose, Reducer, Magnetic Grabber®, 5" Conical Tailpipe Adapter	2.00
VE-STRA-MG-UH204	STRA-MG-Upper hose pack 20' x 4". Includes: Hose, Saddle, Internal Crab, Balancer	2.00
SHK-010	HYDRAULIC SHOCKS FOR RAIL	1.00
VE-SBTA-30TP	SBTA-30 Track pack. Includes: Track, endstops, splices, Joiner Plates, Security Bolts, Tape, Labels	4.00
VE-SBTA-MG-LH54	5" Magnetic Grabber - 4" Lower hose assembly . Includes: Safety Disconnect, 2' Hose, Reducer, Magnetic Grabber®, 5" Conical Tailpipe Adapter	4.00
VE-SBTA-MG-UH204	SBTA-MG-Upper hose pack 20' x 4". Includes: Hose, Saddle, Trolley, Balancer, Riser Bracket	4.00
SEN-002	Engine Pressure Sensor Assembly w/ear clips	6.00
VE-LEG-LP1	Sq Alumn Leg Tube, 1.2" Sq. X 19' Long, Extruded Alumn, Field Cut To Req'D Length	6.00
VE-LEG-MKF	Vertical Leg Mount Kit	14.00
VE-WRK-R08	Wireless Receiver w/3 relays, 2400 MHZ with enclosure.	1.00
VE-WRK-T09	Transmitter, Remote, 2.4 GHZ w/spade lugs	6.00
FAN-088N	TEV Fan, 7.5 Hp, 3450 Rpm, 208-230/460V, 3Ph, 60Hz, Tefc Motor.	1.00
SIL-12	Silencer - 12" - 12x16x36	1.00
DAMP-046	Damper - Backdraft - 12"	1.00

NOTE: Shipping and Tax are NOT INCLUDED.

I have read the terms page, a single, separate page from the pricing,
and I accept the terms and conditions of this quotation.

Signed: _____
Name: _____ Title: _____

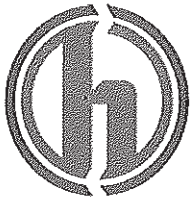
Terms:

_____ Prepay - 3% Discount:
_____ Net 30 Days from Shipment
_____ Visa/Mastercard/Discover

Purchase Order # _____

Thank you for considering Hastings.

Please remit to:
Hastings Air-Energy Control, Inc.
5555 S. Westridge Drive
New Berlin, WI 53151-7900



HASTINGS
air energy control, inc.
creating a cleaner workplace

5555 South Westridge Drive
New Berlin, WI 53151-7900

P: 800.236.8450 / 262.364.0500
F: 800.260.9199 / 262.364.0550

Illinois Office
P: 847.362.9660

Michigan Office
P: 248.888.9911

Minnesota Office
P: 952.882.8450

Part #	Description	Qty
ADAP-036	Rectangular To Round (12" Dia Male Fitting) Transition For Tev 5 Series Fans	1.00
VE-CP-025	Control operation system for 7.5HP-208V-240V 3PH 19AMP	1.00
ADAP-126	Tailpipe Adapter Conical 6"	1.00
INST-M	Mechanical installation to include: mounting & bracing of the equipment, all exhaust ducting, mounting of the exhaust fan & control panel and all control wiring.	1.00
INST-E	Electrical high voltage of (1) 7.5hp exhaust fan & (1) control panel.	1.00
INST-TPM	Tailpipe modifications provided for the magnetic grabber nozzle attachment. Includes all material and labor for complete modifications.	1.00
PD	Per Diem	1.00
FRT	Freight	1.00
LIFT	Lift Usage Charges	1.00
		\$58,725.00

NOTE: Shipping and Tax are NOT INCLUDED.

I have read the terms page, a single, separate page from the pricing,
and I accept the terms and conditions of this quotation.

Signed: _____
Name: _____ Title: _____

Terms:

_____ Prepay - 3% Discount:
_____ Net 30 Days from Shipment
_____ Visa/Mastercard/Discover

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P: 248.888.9911

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P: 952.882.8450

TERMS:

Freight for equipment is FOB destination. Hastings will deliver with our truck. Future parts or filter orders will ship prepaid and add.

Normal delivery is 3 to 4 weeks after receipt of confirming purchase order or prepayment check.

Warranty is per manufacturer specifications. Contact representative for more details.

Payment terms are 3% discount for prepayment with order, or net 30 from date of start up. Payment terms discount (3%) does not apply if the payment is made with a credit card. A 1½ % per month finance charge will be assessed on all invoice balances outstanding past 30 days.

Price does not include sales tax. Please provide municipality's tax exemption certificate.

HAZARD ALERT

Diesel Exhaust/Diesel Particulate Matter

Diesel engines provide power to a wide variety of vehicles, heavy equipment, and other machinery used in a large number of industries including mining, transportation, construction, agriculture, maritime, and many types of manufacturing operations. The exhaust from diesel engines contains a mixture of gases and very small particles that can create a health hazard when not properly controlled.

What is Diesel Particulate Matter (DPM)?

- DPM is a component of diesel exhaust (DE) that includes soot particles made up primarily of carbon, ash, metallic abrasion particles, sulfates and silicates.
- Diesel soot particles have a solid core consisting of elemental carbon, with other substances attached to the surface, including organic carbon compounds known as aromatic hydrocarbons.

Who can be exposed to DE/DPM?

Occupations with potential exposure to DE/DPM include miners, construction workers, heavy equipment operators, bridge and tunnel workers, railroad workers, oil and gas workers, loading dock workers, truck drivers, material handling operators, farmworkers, long-shoring workers, and auto, truck and bus maintenance garage workers.

Most heavy- and medium-duty trucks are equipped with diesel engines, as well as equipment used in mines; buses, locomotives and ships; heavy equipment such as bulldozers and tractors; and other types of equipment such as bucket lifts and generators. Miners and other workers in the vicinity of diesel powered equipment may be exposed to DE/DPM.

What are the health effects of DE/DPM?

- Short term exposure to high concentrations of DE/DPM can cause headache, dizziness, and irritation of the eye, nose and throat severe enough to distract or disable miners and other workers.
- Prolonged DE/DPM exposure can increase the risk of cardiovascular, cardiopulmonary and respiratory disease and lung cancer.



Diesel-powered equipment is often used in underground mines.

Photo courtesy of MSHA



Heavy equipment operators can be exposed to diesel exhaust at construction sites.

Photo courtesy of NESCAUM

In June, 2012, the International Agency for Cancer Research (IARC) classified DE (including DPM) as a known human carcinogen (Group 1).

How can exposures to DE/DPM be controlled?

Engineering controls are the most effective strategy for minimizing worker exposure to DE/DPM.

A combination of controls is often required. Examples include:

- Performing routine preventive maintenance of diesel engines to minimize emissions,
- Installing engine exhaust filters,
- Installing cleaner burning engines,
- Installing diesel oxidation catalysts,
- Using special fuels or fuel additives (e.g., biodiesel),
- Providing equipment cabs with filtered air, and
- Installing or upgrading main or auxiliary ventilation systems, such as tailpipe or stack exhaust vents to capture and remove emissions in maintenance shops or other indoor locations.

Administrative controls refer to changes in the way work tasks are performed to reduce or eliminate the hazard. Examples include:

- Limiting speeds and using one-way travel routes to minimize traffic congestion,
- Prohibiting and/or restricting unnecessary idling or lugging of engines,
- Restricting the amount of diesel-powered equipment and total engine horsepower operating in a given area and ensure that the number of vehicles operating in an area does not exceed the capacity of the ventilation system, and
- Designate areas that are off-limits for diesel engine operation and/or personnel travel.

What standards are in place to protect miners and other workers from exposures to DE/DPM?

Miners are covered by the Mine Safety and Health Administration (MSHA). Workers in general industry, agriculture, construction and maritime industries are covered by the Occupational Safety and Health Administration (OSHA).

MSHA currently enforces DPM standards at underground metal/nonmetal mines and at underground coal mines.

Underground Metal/Nonmetal Mines

- A miner's personal exposure to DPM must not exceed 160 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) of total carbon (TC) when measured as an 8-hour time-weighted average.
- Feasible engineering and administrative controls are required to reduce a miner's exposure to or below the permissible exposure limit (PEL).
- Respiratory protection must be used to supplement feasible engineering and administrative controls if such controls do not reduce a miner's exposure to the PEL, the engineering or administrative controls are infeasible, or the engineering and administrative controls fail to produce a significant reduction in DPM exposure.
- When respiratory protection is required, an air-purifying respirator equipped with a filter that meets one of the following: certified by NIOSH under 30 CFR Part 11 as a high-efficiency particulate air (HEPA) filter; under 42 CFR Part 84 as 99.97% efficient; or certified by NIOSH for DPM.
- Rotation of miners to comply with the PEL is prohibited.
- Evaluation of a miner's medical ability to wear a respirator and transfer rights for miners unable to wear respirators.

- Other requirements include:
 - o Fueling practices, including sulfur content and fuel additives,
 - o Maintenance of diesel-powered equipment,
 - o Limits on engine emissions,
 - o Annual training for miners,
 - o Exposure monitoring,
 - o Recordkeeping, and
 - o Miners' and former miners' rights to access certain records related to their own exposures.

Underground Coal Mines

- DPM emissions of diesel-powered equipment are restricted to the levels indicated below based on laboratory tests on the engine exhaust:
 - o Permissible Equipment - 2.5 grams/hour
 - o Heavy-Duty nonpermissible - 2.5 grams/hour
 - o Light Duty nonpermissible - 5.0 grams/hour or EPA standards
- MSHA laboratory testing establishes the level of DPM filtration required on specific diesel engines.
- Coal mine operators are required to:
 - o Perform weekly examinations of diesel equipment and perform maintenance with certified mechanics,
 - o Use low sulfur fuel,
 - o Provide training to miners annually on DPM risks and controls used at the specific mine,
 - o Maintain exhaust gas concentrations at or below established standards, and
 - o Provide ventilating air where diesel engines are operated.

General Industry, Agriculture, Construction and Maritime Operations

The Occupational Safety and Health Administration does not have a permissible exposure limit (PEL) for DPM. However, OSHA has PELs for other components of diesel exhaust. Monitoring for these gases can provide an indication of the presence of DE, and can be of help in evaluating the effectiveness of engineering and administrative controls implemented to minimize the potential for exposure to DE when working with or around diesel-powered equipment.

Substance	PEL
Carbon Monoxide (CO)	50 ppm
Nitric Oxide (NO)	25 ppm
Nitrogen Dioxide (NO ₂)	5 ppm (ceiling)

Where can I get additional information?

The links below can be used to access additional information regarding diesel regulations and technical information on control measures.

Code of Federal Regulations, underground metal/nonmetal mines
www.msha.gov/30cfr/57.0.htm

Code of Federal Regulations, underground coal mines
www.msha.gov/s&hinfo/deslreg/dreg.htm

MSHA's DPM Single Source Page
www.msha.gov/01-995/dieselpart.htm

OSHA's Safety and Health Topics page on diesel exhaust
www.osha.gov/SLTC/dieselexhaust/index.html

OSHA's partial list of chemicals found in diesel exhaust
www.osha.gov/SLTC/dieselexhaust/chemical.html

The EPA recommends strategies for reducing diesel exhaust on their website:
www.epa.gov/diesel

Contacts

MSHA:

For questions, information or advice:

- Metal/Nonmetal Mine Safety and Health, Division of Health, Reginald J. Richards, DrPH, CIH, (202) 693-9632, richards.reginald.j@dol.gov
- Coal Mine Safety and Health, Division of Health, Robert A. Thaxton, (202) 693-9515, thaxton.robert@dol.gov

To report an emergency, fatality or catastrophe, or to file a confidential hazard complaint, contact your nearest MSHA district or field office, visit www.msha.gov, or call MSHA at 1-800-746-1553.

OSHA:

For questions, information or advice, to report an emergency, fatality or catastrophe, or to file a confidential complaint, contact your nearest OSHA office, visit www.osha.gov, or call at 1-800-321-OSHA (6472).

Disclaimer

This Hazard Alert is not a standard or regulation, and it creates no new legal obligations. It contains recommendations as well as descriptions of mandatory safety and health standards. The recommendations are advisory in nature, informational in content, and are intended to assist employers in providing a safe and healthful workplace. The Occupational Safety and Health Act requires employers to comply with safety and health standards and regulations promulgated by OSHA or by a state with an OSHA-approved state plan. In addition, the Act's General Duty Clause, Section 5(a)(1), requires employers to provide their employees with a workplace free from recognized hazards likely to cause death or serious physical harm.



U.S. Department of Labor
Hilda L. Solis, Secretary of Labor



DSG 01/2013



FOR COUNCIL: May 11, 2015

SUBJECT: Approve Contract with Ear Booker Enterprises for the Bloomington Center for the Performing Arts (BCPA)

RECOMMENDATION/MOTION: That the Contract with Ear Booker Enterprises in the amount of \$82,000 be approved and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 6. Prosperous Downtown Bloomington

STRATEGIC PLAN SIGNIFICANCE: Objective 6c. Downtown becoming a community and regional destination.

BACKGROUND: Staff respectfully requests approval of the contract to engage persons and/or groups presented by Ear Booker Enterprises to perform entertainment services in the BCPA in May of 2015. The contract price of \$82,000 covers the artist fee for the performance coming to the BCPA. For proprietary and competitive advantage reasons we do not mention the acts by name in the staff back up report. As is standard industry practice, some artist contracts require some additional expenses for items such as travel, meals and lodging that vary from artist to artist. Travel expenses and local lodging fees occur less often, however virtually all artists are provided with meals and non-alcoholic beverages.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The selection of this artist was coordinated with the Cultural District Commission and members of the public. Staff and community members agree that the visiting professional would attract broad, positive community involvement and contribute to the public service mission of the BCPA.

FINANCIAL IMPACT: The FY 2016 Budget appropriated \$480,100 in BCPA-Artist Fees under account (10014125-70218-20000). Stakeholders can locate this in the FY 2016 Proposed Budget Book titled "Budget Overview and General Fund" on page 188. The purpose of this contract at \$82,000 is to engage persons and/or groups represented by Ear Booker Enterprises to perform entertainment services in the BCPA Arts in May 2015. Note this is only a portion of the total budget in this account. The cost of this service will be offset by revenue generated from ticket sales, grants, playbills, concessions, and corporate advertisement and sponsorships. These revenues are also targeted to offset the additional artist expenses for travel, meals and lodging.

Respectfully submitted for Council consideration.

Prepared by:

Brandy Maloney, Support Staff V
Parks, Recreation and Cultural Arts

Reviewed by: Jay Tetzloff, Director, Parks, Recreation, and Cultural Arts
& Miller Park Zoo

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Angela Fyans-Jimenez, Deputy Corporation Counsel

Recommended by:



David A. Hales
City Manager

Motion: That the Contract with Ear Booker Enterprises in the amount of \$82,000 be approved and the Mayor and City Clerk authorized to execute the necessary documents.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			



FOR COUNCIL: May 11, 2015

SUBJECT: Suspension of Ordinances to Allow Consumption of Alcohol at Miller Park Pavilion on November 7, 2015

RECOMMENDATION/MOTION: That the Ordinance be passed.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: The Bloomington Liquor Commissioner, Tari Renner, called the Liquor Hearing to order to hear the request of Sonya Bettner and Sean McNiff to allow moderate consumption of alcohol at their November 7, 2015 wedding reception to be held at Miller Park Pavilion

Present were Commissioners Tari Renner, Geoffrey Tompkins and Jim Jordan. City staff present were Assistant Corporation Counsel, George Boyle and Interim City Clerk, Renee Gooderham. Julia Davis, attorney for the applicant and Richard E. McNiff, father of Sean McNiff.

Richard E. McNiff, father of Sean McNiff, addressed the Commission. He stated that Times Past would be catering the event. Beer and wine only would be served.

Motion by Commissioner Tompkins, seconded by Commissioner Jordan that the request of Sonya Bettner and Sean McNiff to allow moderate consumption of alcohol at the Miller Park Pavilion for their November 7, 2015 wedding reception be approved.

Motion carried, (viva voce).

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Agenda for the April 14, 2015 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: None.

Respectfully submitted for Council consideration.

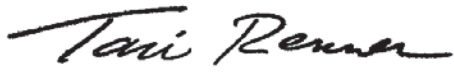
Prepared by:

Renee Gooderham, Interim City Clerk

Reviewed by:

Debbie Bohannon,
Parks & Recreation Office Manager

Recommended by:



Tari Renner
Mayor

Attachments: Attachment 1. Ordinance

Motion: That the Ordinance be passed.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

ORDINANCE NO. 2015 -

AN ORDINANCE SUSPENDING PORTIONS OF SECTION 701 OF CHAPTER 31 AND SECTION 26(d) OF CHAPTER 6 OF THE BLOOMINGTON CITY CODE FOR A WEDDING RECEPTION AT THE MILLER PARK PAVILION

WHEREAS, Sean McNiff and Sonya Bettner are planning to hold their wedding reception at the Miller Park Pavilion from 8:00 a.m. to 11:00 p.m. on November 7, 2015; and

WHEREAS, Sean McNiff and Sonya Bettner have requested permission from the City to serve beer and wine during this event; and

WHEREAS, in order to legally possess alcohol in a City Park, Section 701(a), (b) and (c) of Chapter 31 of the Bloomington City Code, which prohibits the drinking, selling and possessing alcohol beverages with the City parks and Section 26(d) of Chapter 6 of the Bloomington City Code, which prohibits possession of open alcohol on public property must be suspended;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS;

Section 1: That Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6 of the Bloomington City Code, 1960, as amended, are suspended for the duration of the wedding reception at the Miller Park Pavilion on November 7, 2015 under the conditions set forth in the rental agreement.

Section 2: Except for the date of date set forth in Section 1 of this Ordinance, Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6 of the Bloomington City Code, 1960, shall remain in full force and effect. Nothing in this Ordinance shall be interpreted as repealing said Sections 701(a), (b) and (c) of Chapter 31 and Section 26(d) of Chapter 6.

Section 3: This Ordinance shall be effective on the date of its passage and approval.

Section 4: This Ordinance is adopted pursuant to the home rule authority granted the City of Bloomington by Article VII, Section 6 of the 1960 Illinois Constitution.

PASSED this 11th day of May.

APPROVED this ____ day of May.

APPROVED:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk



FOR COUNCIL: May 11, 2015

SUBJECT: Application of Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., requesting a PAS liquor license which would allow the sale of all types packaged alcohol for consumption off the premises seven (7) days a week

RECOMMENDATION/MOTION: That a PAS liquor license for Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., be created, contingent upon compliance with all applicable health and safety codes, verification of underground storage tank and gas pump removal, BASSETT certification, and a detailed floor plan.

STRATEGIC PLAN LINK: Goal 4. Grow the local economy.

STRATEGIC PLAN SIGNIFICANCE: Objective 4.a. Retention and growth of current local business.

BACKGROUND: The Bloomington Liquor Commissioner, Tari Renner, called the Liquor Hearing to order to hear the application of Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., requesting a PAS liquor license which would allow the sale of all types of packaged alcohol for consumption off the premises seven (7) days a week.

Present were Commissioners Tari Renner, Geoffrey Tompkins and Jim Jordan. City staff present were Assistant Corporation Counsel, George Boyle and Interim City Clerk, Renee Gooderham. Julia Davis, attorney for the applicant and Ajeet Singh, applicant representative, addressed the Commission. Ms. Davis provided a copy of a letter from CW³ M Company, Inc., Environmental Consulting Services, dated April 13, 2015. It was noted that the gas tanks at 1102 N. Hershey Rd., were out of service. CW³ M would begin the process of removing same within forty-five (45) days.

Commissioner Tompkins questioned whether a licensee was currently selling alcohol at the premises. Ms. Davis stated that Convenient Food Mart, Inc., d/b/a Convenient Food Mart was operating at the premises.

Commissioner Tompkins questioned video gaming. Mr. Singh responded they were not considering having video gaming.

Commissioner Tompkins questioned BASSETT (Beverage Alcohol Sellers and Servers Education) certification. Mr. Singh stated he would take the required course to obtain certification.

George Boyle, Asst. Corporation Counsel, questioned whether the business would operate as a convenience store as opposed to a liquor store. Mr. Singh responded it was intended that the site would remain a convenience store.

Commissioner Tompkins questioned the percentage of square footage of liquor the Licensee intended to display for sale. Mr. Singh stated that liquor was currently at the back of the store and constituted about 20% of the square footage displayed. He had no plans to change same. Mr. Boyle read from Chapter 6, Alcoholic Beverages, Section 1, Definitions, Retail Grocery Convenience Store. The maximum total public selling space for alcoholic beverages was fifteen percent (15%).

Commissioner Tompkins requested a detailed floor plan.

Motion by Commissioner Jordan, seconded by Commissioner Tompkins that the application of Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., requesting a PAS liquor license which would allow the sale of all types packaged alcohol for consumption off the premises seven (7) days a week be approved contingent upon compliance with all applicable health and safety codes, verification of underground storage tank and gas pump removal, BASSETT certification, and a detailed floor plan.

Motion carried, (viva voce).

Commissioner Renner stated that this item would appear on the Council's May 11, 2015 Consent Agenda. He encouraged Mr. Singh to attend same.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Public notice was published in the Pantagraph on April 6, 2015 in accordance with City Code. In accordance with City Code, approximately forty-eight (48) courtesy copies of the Public Notice were mailed on April 6, 2015 to occupants of adjacent properties. In addition, the Agenda for the April 6, 2015 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: None. The annual fee for a PAS liquor license is \$1,410. There is currently a licensee on the premises paying that amount.

Respectfully submitted for Council consideration.

Prepared by:

Renee Gooderham, Interim City Clerk

Reviewed by:

George D. Boyle, Asst. Corporation Counsel

Recommended by:



Tari Renner
Mayor

Attachments: Attachment 1. Chapter 6: Section 4B: Creation of New License – Findings

Motion: That an PAS liquor license for Dyno Enterprises, Inc., d/b/a Convenient Food Mart, located at 1102 N. Hershey Rd., be created, compliance with all applicable health and safety codes, verification of underground storage tank and gas pump removal, BASSETT certification, and a detailed floor plan.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

- (1) The class of liquor license applied for;
- (2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
- (3) The character and nature of the proposed establishment;
- (4) The general design, layout and contents of the proposed establishment;
- (5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

- (6) The probable demand for the proposed liquor establishment in the City;
- (7) The financial responsibility of the applicant;
- (8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
- (9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
- (10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
- (11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
- (12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
- (13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
- (14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

- 1. the number of video gaming machines relative to the customer seating capacity of the establishment; and
- 2. the square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;

(c) The number of employees at the establishment and their proposed function;

(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)



FOR COUNCIL: May 11, 2015

SUBJECT: Text Amendment to Chapter 29, Motor Vehicles and Traffic

RECOMMENDATION/MOTION: Recommend that the Text Amendments to Chapter 29, Motor Vehicles and Traffic, be approved and the Ordinance passed.

STRATEGIC PLAN LINK: 5. Great Place – Livable, Sustainable City.

STRATEGIC PLAN SIGNIFICANCE: 5a. Well-planned City with necessary services and infrastructure.

BACKGROUND: As the City utilizes its authority and obligation to make needed changes in parking and traffic regulations, Chapter 29 of the City Code must be revised and officially updated to reflect those changes within six (6) months of enactment.

As needed, the Engineering Division of Public Works will make changes in parking regulations, school signage and intersection control to improve traffic safety and convenience for pedestrians, bicyclists and motor vehicles. The changes may stem from a citizen's request but may also be the result of division study and observations of high accident locations or changes in growth and development. All changes are reviewed by engineering staff for compliance with the Manual on Uniform Traffic Control Devices (MUTCD). Public Works staff typically installs advance warning signs with flashers to alert motorists of a change in intersection control. Portable message boards are also used when implementing a change. Proven traffic engineering principles and practices based on the MUTCD are followed throughout this process.

In addition, an increase in intersection accidents might prompt the change at an intersection from yield signs to stop signs or from side street stop to four-way stop. Another example: If a person with a designated handicapped parking space in front of his or her home were to move, the designated space would be eliminated at the old residence and a new designated space may be established at the new residence if requested. Engineering staff makes every effort to accurately maintain these changes in the code as it serves as the City's source of documentation for these regulations.

Public Works invites requests and concerns from the general public and publishes a Non-Emergency Request form to ease that process. This form is provided upon request and may also be found on the City's website under:

Departments>Public Works > Traffic.

All traffic related requests from the public are reviewed by the Engineering Division of Public Works. As a result of that review, it may be decided an issue should be taken to the monthly interdepartmental Staff Traffic Advisory Committee (STAC). If the requested change is

considered appropriate and in the best interest of the neighborhood, Public Works may enact the change as recommended by STAC with approval by the City Manager.

All of these changes are to become Council approved ordinance changes within 180 days of the change. The attached Text Amendments bring all traffic changes up to date. This codification allows for proper documentation and enforcement of all existing traffic control devices.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Public Works Administration

Reviewed by: Jim Karch, PE, CFM, Director of Public Works

Reviewed by: Steve Rasmussen, ACM

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments: Attachment 1. Ordinance

Motion: That the Text Amendments to Chapter 29, Motor Vehicles and Traffic, be approved and the Ordinance passed.

Motion: _____

Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

ORDINANCE NO. 2015-

AN ORDINANCE ADDING BLOOMINGTON CITY CODE CHAPTER 29
BY MAKING PERIODIC REVISIONS THERETO

BE IT ORDAINED by the City Council of the City of Bloomington, Illinois:

SECTION 1. Bloomington City Code Chapter 29, Sections 39 and 40, is hereby amended by correcting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

SEC. 39 AUTHORITY TO POST ONE-WAY STREETS.

Whenever an ~~and~~ ordinance of this City designates any one-way street, the City Traffic Engineer shall place and maintain signs giving notice thereof, and no such regulation shall be effective unless such signs are in place. Signs indicating the direction of lawful traffic movement shall be placed at every intersection where movement of traffic in the opposite direction is prohibited.

SEC. 40 ONE-WAY STREETS.

Upon those streets and parts of streets described in Chapter 29, Section 142 ~~Schedule II~~ attached hereto and made a part hereof, vehicular traffic shall move only in the indicated direction when signs indicating the direction of traffic are erected and maintained at every intersection where movement in the opposite direction is prohibited.

SECTION 2. Bloomington City Code Chapter 29, Section 87, under the heading Class II Truck Route shall be and the same is hereby amended by adding and correcting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

Beich – Fox Creek to ~~Aeeess~~ South Corporate Limits
East – MacArthur to Jackson
Ireland Grove – Veterans to ~~2100 East~~ Towanda Barnes

SECTION 3. Bloomington City Code Chapter 29, Section 115(c), shall be and the same is hereby amended by deleting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

Washington, on the north side from 240' to 223' east of the east line of East
Washington, on the north side from 160' to 177' east of the east line of East
Washington, on the south side, from 150' to 166' west of the west line of Prairie

SECTION 4. Bloomington City Code Chapter 29, Section 130, shall be and the same is hereby amended by deleting the entire Section.

SEC. 130 TRAFFIC LIMITED TO TWO AXLES.

When signs are erected on the following designated streets giving notice thereof, no vehicle with more than two axles shall be driven thereon as follows:

Towanda Avenue from Empire Street to Jersey Avenue

except that said street may be used by such vehicles for local traffic for necessary deliveries or pickups to a point or points located on said street which are not accessible by any other route.

SECTION 5. Bloomington City Code Chapter 29, Section 133, under the heading January 15th – April 15th shall be and the same is hereby amended by deleting the following:

Fox Creek from Stonehedges to Scottsdale 10 tons

SECTION 6. Bloomington City Code Chapter 29, Section 141, shall be and the same is hereby amended by correcting the following headings: (additions are indicating by underlining; deletions are indicated by strikeouts)

SCHOOL DAYS – ~~7:30 – 8:30~~ 8:15 – 8:45 a.m. and 3:00 – ~~4:00~~ 3:45 p.m.

THROUGH PROHIBITED ON SCHOOL DAYS ~~7:30 – 8:30~~ 8:15 – 8:45 a.m. and 3:00 – ~~4:00~~ 3:45 p.m.

SECTION 7. Bloomington City Code Chapter 29, Section 143, shall be and the same is hereby amended by correcting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

Cornelius, Airport to Ekstam ~~East Corporate Limits~~

SECTION 8. Bloomington City Code Chapter 29, Section 144, shall be and the same is hereby amended by adding the following:

Mitsubishi – Market

Towanda Barnes – Ft. Jesse

Towanda Barnes – General Electric

Towanda Barnes – Ireland Grove

White Oak – Martin Luther King

SECTION 9. Bloomington City Code Chapter 29, Section 145(d) shall be and the same is hereby amended by adding the following:

Gina Stops for Norma

Helen Stops for Norma

Indianapolis Stops for Croxton

Longden Stops for Hollycrest

Longden Stops for Six Points

Packard Stops for Magoun
Rathmore Stops for Francesco
Riverwoods Stop for Lay
Summerview Stops for Valley Brook
Vladimir Stops for Rainbow
Wedgewood Stops for Foxtail
Wine Way Stops for Norma

SECTION 10. Bloomington City Code Chapter 29, Section 145(e) shall be and the same is hereby amended by adding the following:

Anabelle Yields for Escalade
Fullerton Yields for Riverwoods
North Country Club Yields for Country Club Place
Tyler Trail Yields for Fullerton

SECTION 11. Bloomington City Code Chapter 29, Section 145(e) shall be and the same is hereby amended by deleting the following:

Summerview Yields for Valley Brook
Vladimir Yields for Rainbow

SECTION 12. Bloomington City Code Chapter 29, Section 145(g), shall be and the same is hereby amended by adding the following:

Vladimir Stops for Rainbow

SECTION 13. Bloomington City Code Chapter 29, Section 147(a), under the heading 15 Minute Time Limit: At All Times – Sunday through Saturday, shall be and the same is hereby amended by correcting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

Washington, on the north side, from 20' to 60' 41' west of the west line of East

SECTION 14. Bloomington City Code Chapter 29, Section 147(a), shall be and the same is hereby amended by deleting the following:

7:00 a.m. – 5:00 p.m. – Monday – Friday
Jefferson, on the south side, from 20' to 170' west of the west line of Evans

8:00 a.m. – 3:00 p.m. – Monday – Friday
Evans on the west side from Washington to Jefferson

SECTION 15. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by adding and correcting the following: (additions are indicating by underlining; deletions are indicated by strikeouts)

Buckeye on the north side from 300' east of Eldorado to Fairmont
Ekstam on the west side from Pamela to Gerig
Gerig on both sides from Ekstam to Haeffele
Haeffele on both sides Empire to beginning of private section north of Gerig
Jefferson on the south side from 465' to 504' east
Jefferson on the north side from 275' to 333' west of Towanda
Jefferson on the south side from Madison to Roosevelt ~~a point 135' west~~
Kelsey on the north side from Lee to Oak
Market on both sides from Morris to Catherine Howard
Pamela on the north side from Towanda Barnes to Ekstam
Pamela on the south side from Towanda Barnes to 130' east of Norma
Rave on the north side from Towanda Barnes to the east property line of 3710 Rave
Taylor on the south side from 75' to 125' east of Low

SECTION 16. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by deleting the following:

Buckeye on both sides from Fairmont to Eldorado
Gerig on the south side from Ekstam west to and including cul-de-sac
Low on both sides from Grove to Olive

SECTION 17. Bloomington City Code Chapter 29, Section 150, under the heading 7 days a week 3:00 a.m. to 5:00 a.m. shall be and the same is hereby amended by deleting the following:

Center on both sides, Jefferson to Washington (Tow Away Zone on Saturday and Sunday)

SECTION 18. Bloomington City Code Chapter 29, Section 150, under the heading 7 days a week 3:00 a.m. to 5:00 a.m. shall be and the same is hereby amended by correcting the following:

Main on both sides ~~Washington~~ Front to Jefferson (Tow Away Zone on Saturday and Sunday)

SECTION 19. Bloomington City Code Chapter 29, Section 150, shall be and the same is hereby amended by adding the following:

3:00 p.m. to 4:00 p.m. on School Days When Children are Present

Grove on the north side from State to Leland

SECTION 20. Bloomington City Code Chapter 29, Section 152, under the heading 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 5:00 p.m. shall be and the same is hereby amended by deleting the following:

Smokey around Cul-de-sac at east end

SECTION 21. Bloomington City Code Chapter 29, Section 152, under the heading 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. shall be and the same is hereby amended by deleting the following:

Empire on the south side from Main to Center

SECTION 22. Bloomington City Code Chapter 29, Section 152, under the heading 7:00 a.m. to 4:00 p.m. shall be and the same is hereby amended by adding the following:

Morris on both sides from Seminary north to the dead end
Reed on both sides from Chatham to Royal Pointe

SECTION 23. Bloomington City Code Chapter 29, Section 153(a) shall be and the same is hereby amended by adding and correcting the following:

Baker on the south side in front of 303 E. Baker
Center on the east side from 20' to 60' north ~~40' south~~ of the north ~~south~~ line of Market
Clayton on the west side adjacent to 611 E. Front
Eisenhower on the east side from 256' to 276' south of Jersey
Folsom on the north side in front of 1019 W. Folsom
Golden on the south side in front of 1909 Golden
Grove on the north side in front of 925 W. Grove
Grove on the north side in front of 817 W. Grove
Lee on the east side adjacent to 407 W. Market
Monroe on the south side from 140' to ~~160'~~ 180' west of the west line of Clinton
Oak on the east side in front of 1223 N. Oak
Oak on the east side adjacent to 508 W. Elm
Packard on the north side in front of 107 W. Packard
Walnut on the south side in front of 406 N. Walnut
Washington on the south side in front of 908 W. Washington

SECTION 24. Bloomington City Code Chapter 29, Section 153(a), shall be and the same is hereby amended by deleting the following:

Douglas on the south side in front of 819 E. Douglas
Grove on the south side in the first parkway parking space west of McClun
Jackson on the north side in front of 510 E. Jackson
Mulberry on the south side 3' to 23' east of the drive on the east side of 510 W. Mulberry
Niccolls on the north side from 30' to 50' east of the east line of East

SECTION 25. Bloomington City Code Chapter 29, Section 154, under the heading 10 Minute Time Limit – 8:00 a.m. to 9:00 p.m. shall be and the same is hereby amended by adding the following:

Main on the west side from 44' to 67' north of the north line of Mulberry

SECTION 26. Bloomington City Code Chapter 29, Section 154(b), under the heading Monday through Friday -- 2 Hour Time Limit -- 7:00 a.m. to 6:00 p.m. shall be and the same is hereby amended by deleting the following:

Major Butler Parking Lot – North Half

SECTION 27. Bloomington City Code Chapter 29, Section 155(a), under the heading 2 Hour Time Limit -- 7:00 a.m. to 5:00 p.m. shall be and the same is hereby amended by adding the following:

Seminary on the north side from Main to Center

SECTION 28. Bloomington City Code Chapter 29, Section 155(a), under the heading 2 Hour Time Limit -- 7:00 a.m. to 5:00 p.m. shall be and the same is hereby amended by deleting the following:

Grove on the south side from 115' to 205' west of the west line of McClun

Grove on the south side from 355' to 385' west of the west line of McClun

SECTION 29. Bloomington City Code Chapter 29, Section 155.5(a), shall be and the same is hereby amended by deleting the following:

2 Hour Time Limit -- 7:00 a.m. -- 5:00 p.m.

Grove on the north side from 230' to 290' west of the west line of McClun

SECTION 29. Bloomington City Code Chapter 29, Section 155.5(b), shall be and the same is hereby amended by deleting the following:

(Locations to be designated at a later date.)

SECTION 30. Bloomington City Code Chapter 29, Section 155.5(c), shall be and the same is hereby amended by adding the following:

Grove on the north side from 230' to 290' west of the west line of McClun

SECTION 31. Bloomington City Code Chapter 29, Section 156.5, shall be and the same is hereby amended by adding and correcting the following:

Bloomington Heights, Market to Washington – 40 m.p.h.

White Oak (U.S. 150), 300' north ~~south~~ of Graham to north corporate limits – 45 ~~55~~ m.p.h.

SECTION 32. Bloomington City Code Chapter 29, Section 156.5, shall be and the same is hereby amended by deleting the following:

Veterans (I-55 Business Loop, south and westbound) 300' west of Morris to southwest corporate limits – 55 m.p.h.

Veterans (I-55 Business Loop, east and northbound), corporate limits to 1,200' west of Morris – 55 m.p.h.

Veterans (I-55 Business Loop, east and northbound), 1,200' west of Morris to north corporate limits – 45 m.p.h.

SECTION 33. Bloomington City Code Chapter 29, Article XXIV shall be and the same is hereby amended by deleting the entire Article.

ARTICLE XXIV

REFUSE COLLECTION VEHICLES

SEC. 210 REFUSE COLLECTION VEHICLES - WEIGHT.

Drivers of trucks used exclusively for garbage or refuse disposal purposes and equipped with self compactors shall be and the same are hereby authorized to operate such vehicles on all highways under the jurisdiction of the City of Bloomington with gross weights and axle loads up to 33% in excess of the gross weights and axle loads provided for in Chapter 15 of the Illinois Vehicle Code, but not in excess of the following limitations:

Single Axles: 22,000 lbs.

Tandem Axles: 40,000 lbs.

Gross Weight: 54,000 lbs.

SEC. 211 SPEED LIMITS.

Vehicles covered by this Article may not be driven in excess of 45 m.p.h. at any time, and shall be driven in compliance with any lower posted speed limits.

SECTION 34. Except as provided herein, the Bloomington City Code, 1960, as amended, shall remain in full force and effect.

SECTION 35. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 36. This Ordinance is enacted pursuant to the authority granted to the City as a home rule unit by Article VII, Section 6 of the 1970 Illinois Constitution.

SECTION 37. This Ordinance shall take effect ten (10) days after passage and approval.

PASSED this 11th day of May, 2015.

APPROVED this _____ day of May, 2015.

APPROVED:

TARI RENNER
Mayor

ATTEST:

Cherry Lawson
City Clerk



FOR COUNCIL: May 11, 2015

SUBJECT: Bicycle Master Plan

RECOMMENDATION/MOTION: That the City of Bloomington Bicycle Master Plan be adopted.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services; Goal 2. Upgrade City Infrastructure and Facilities; Goal 3. Grow the Local Economy; Goal 4. Strong Neighborhoods; Goal 5. Great Place – Livable, Sustainable City; Goal 6. Prosperous Downtown Bloomington

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner, Objective 1e. Partnering with others for the most cost-effective service delivery; Objective 2d. Well-designed, well-maintained City facilities emphasizing productivity and customer service; Objective 3a. Retention and growth of current local businesses; Objective 4d. Improved neighborhood infrastructure; Objective 5a. Well-planned City with necessary services and infrastructure, Objective 5c. Incorporation of “Green Sustainable” concepts into City’s development and plans; Objective 6d. Healthy adjacent neighborhoods linked to Downtown.

BACKGROUND: On October 14, 2013, the Council authorized an agreement with the League of Illinois Cyclists for preparation and production of a Bicycle Master Plan.

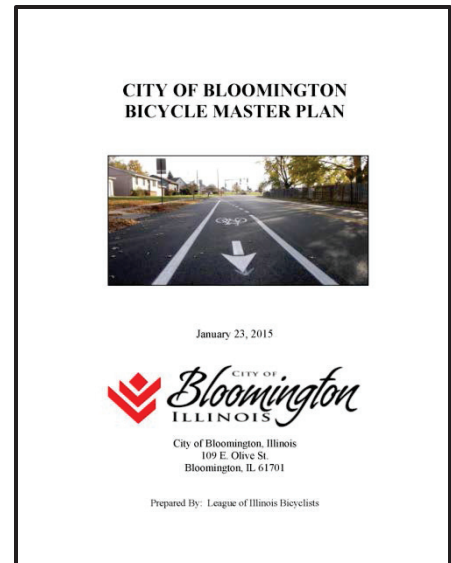
The League of Illinois Bicyclists has been working on the plan since the fall of 2013. The League of Illinois Bicyclists developed the plan in conjunction with the Steering Committee, City staff and through multiple opportunities for public input. Public input was gathered utilizing paper surveys distributed through water bills and available online in the Spring of 2014, a Spring 2014 Mind Mixer survey, a March 2014 brainstorming session, a November 2014 public meeting, comment forms following the November 2014 public meeting, and at the March 11, 2015, Planning Commission public hearing. The plan has been shared with, and reviewed by the Illinois Department of Transportation and the McLean County Highway Department.

The Steering Committee determined and requested that the public outreach efforts include a presentation and a public hearing at a meeting of City Planning Commission. This outreach also included the request of the Planning Commission to recommend the Council adopt the bike plan as written. As included in the attached Unapproved Minutes of the March 11, 2015, meeting, the Commission voted 10 to 0 to recommend adoption.

The report provides recommendations for bikeways throughout the whole of the City, while working to balance the needs and desires of the bicyclists, motorists/traveling public, neighborhoods, local businesses, and residents. Multiple bikeway types are included in the report while targeting the casual adult bicyclist, though the needs of the advanced cyclists and children are all addressed. Other bikeway network recommendations include trail crossings, trail usage signing and striping, traffic signal considerations, way finding signage, coordination with other agencies, and Route 66 trail routing.

The report also outlines information related to bicycle parking, education, enforcement and encouragement efforts, as well as multi-year funding and implementation, annual evaluation recommendations, future planning considerations and a summary of public input received throughout plan development.

The master plan provides information necessary to develop a multi-year work plan and outlines budgetary cost ranges (see section 6) associated with the different types of bikeways proposed. The table below utilizes the bikeway types in miles and budgetary cost ranges. It should be noted that all miles of bikeways are included in the table, regardless of jurisdictional ownership (City, IDOT, County, and Township) of the roadway associated with the bikeway.



City of Bloomington Bicycle Master Plan								
Bikeway Types	\$ / Mile (Low)	\$ / Mile (High)	High Priority Miles	Medium Priority Miles	Low Priority Miles	Total Miles	Total Cost Range (Low)	Total Cost Range (High)
Bike Lanes (see Note 1)	15,000	250,000	11.4	2.0	0.0	13.4	201,000	3,350,000
Combined Bike/Parking Lanes (see Note 1)	15,000	250,000	0.2	1.2	0.0	1.4	21,000	350,000
Shared Lane Markings	10,000	25,000	5.2	1.1	0.9	7.2	72,000	180,000
Bike Route Wayfinding Signs (only)	10,000	25,000	2.2	4.5	2.6	9.3	93,000	232,500
Paved Shoulders	120,000	180,000	1.7	1.3	1.5	4.5	540,000	810,000
Add Sidepath (see Note 2)	125,000	2,000,000	8.4	3.7	2.0	14.1	1,762,500	8,775,000
Widen sidewalk to sidepath	400,000	500,000	0.0	0.0	7.6	7.6	3,040,000	3,800,000
Add Trail (see Note 2)	125,000	2,000,000	3.6	2.6	0.0	6.2	775,000	5,050,000
Total (Estimated)			32.7	16.4	14.6	63.7	6,504,500	22,547,500

Note 1 - The '\$ / Mile (High)' column includes street repairs, bicycle friendly drainage structure modifications, resurfacing of bicycle facilities, and other street related modifications deemed necessary.

Note 2 - The '\$ / Mile (High)' column includes costs associated with constructing a bridge / underpass structure each mile. The estimate shown in the 'Total Cost Range (High)' column includes costs associated with construction of a bridge / underpass structure approximately every 5 miles.

These costs are budgetary in nature and therefore actual costs associated with each segment of the plan will vary based on the condition of existing infrastructure, required repairs, resurfacing requirements, the need for bridges and other structures, land acquisition, as well as jurisdiction of the roadway and cost sharing / funding opportunities.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Steering Committee met on February 12, 2014 and October 17, 2014, and provided the opportunity to

provide written / email comments on several occasions. Public input was gathered utilizing paper surveys distributed through water billing and available online in the Spring of 2014, a spring 2014 Mind Mixer survey, a March 2014 brainstorming session, a November 2014 public meeting, comment forms following the November 2014 public meeting, and at the March 11, 2015 Planning Commission public hearing. Meetings and correspondence with IDOT and the McLean County Highway Department were held to gain their insights and comments related to facilities along roadways under their jurisdiction.

FINANCIAL IMPACT: Though the master plan outlines priorities and provides budgetary cost ranges for bikeway types, the plan does not include a specific schedule for implementation of the facilities and segments. The Bicycle Master Plan currently has no funding in the current FY 2016 Adopted Budget. As projects are developed, additional information and costs associated with the capital improvements will be provided to the Council for approval. Smaller scale projects may be performed by City Staff and/or included in other upcoming infrastructure projects when appropriate and feasible. This Bicycle Master Plan serves as a guide to assist with project planning and budgeting. Staff will look to leverage opportunities in partnership with other projects to provide for the most cost effective and practical implementation of the plan.

Respectfully submitted for Council consideration.

Prepared by: Robert Yehl, PE, Assistant City Engineer

Reviewed by: Jim Karch, PE, CFM, Public Works Director

Financial & Budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager
Patti-Lynn Silva, Finance Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments: Attachment 1. Resolution
Attachment 2. Unapproved Minutes Bloomington Planning Commission, March 11, 2015
Attachment 3. City of Bloomington Bicycle Master Plan, January 23, 2015

Motion: That the City of Bloomington Bicycle Master Plan be adopted.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

RESOLUTION NO. 2015 -

**A RESOLUTION APPROVING THE CITY OF BLOOMINGTON
BICYCLE MASTER PLAN**

WHEREAS, on October 14, 2013, the City Council authorized an agreement with the League of Illinois Cyclists for preparation and production of a Bicycle Master Plan; and

WHEREAS, the League of Illinois Cyclists developed the plan in conjunction with the Steering Committee, City staff and through multiple opportunities for public input; and

WHEREAS, the Bicycle Master Plan provides information necessary to develop a multi-year work plan and outlines budgetary cost ranges associated with different types of bikeways proposed; and

WHEREAS, the City Council finds it to be in the best interests of the City to adopt the Bicycle Master Plan for the City of Bloomington dated January 23, 2015.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That the Bicycle Master Plan for the City of Bloomington dated January 23, 2015 is hereby approved.

ADOPTED this 11th day of May, 2015.

APPROVED this _____ day of May, 2015.

APPROVED:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk

**UNAPPROVED MINUTES
BLOOMINGTON PLANNING COMMISSION
REGULAR MEETING
WEDNESDAY, MARCH 11, 2015, 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET, BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Mr. Balmer, Mr. Cain, Mr. Cornell, Mr. Diamond, Mr. Wills, Mr. Pearson, Mr. Protzman, Mr. Scritchlow, Mr. Suess, Mr. Stanczak

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Kevin Kothe, City Engineer
Ms. Vasu Pinnamaraju, Executive Director of McLean County
Regional Planning Commission
Mr. Mark Woolard, City Planner
Mr. Bob Yehl, Assistant City Engineer

CALL TO ORDER: Chairman Cain called the meeting to order at 4:00 P.M.

ROLL CALL: Mr. Woolard called the roll. A quorum was present.

PUBLIC COMMENT: None

MINUTES: The Commission reviewed the February 25, 2015 minutes. Mr. Wills moved to approve the February 25, 2015, minutes as presented. Mr. Pearson seconded the motion which passed by a vote of 10-0 with the following votes being cast on roll call: Mr. Scritchlow-yes; Mr. Pearson-yes; Mr. Cain-yes; Mr. Balmer-yes; Mr. Protzman-yes; Mr. Wills-yes; Mr. Stanczak-yes; Mr. Diamond-present; Mr. Cornell-present; Mr. Suess-yes.

REGULAR AGENDA:

Public hearing and review of the City of Bloomington Bicycle Master Plan

Mr. Woolard introduced the Bicycle Plan and stated Mr. Yehl is here to make a presentation. Mr. Yehl acknowledged the League of Illinois Bicyclists who has much experience and guided us through the process. He also acknowledged the steering committee, staff, community advocacy groups, McLean County Regional Planning, and the public who was greatly involved in the whole process.

He explained the process started with the City Council approving the work in October 2013, then a steering committee was installed which provided guidance and the tone for the project. There was public outreach through paper surveys in all of the water billings which reached 24,000 households. There also was outreach through Mind Mixer which is an interactive internet site similar to Face Book but with surveys. These resulted in 700 completed surveys. There was a brainstorming session with 90 participants and then a public meeting in November. The Steering Committee thought it was important to take the plan to the Planning Commission for a public hearing. The plan work was coordinated with the existing trail system and Normal's Bicycle Master Plan.

Mr. Yehl showed examples of the different types of bikeways and structures in the plan. These included shared bike lanes, designated lanes, combined bike/parking lanes, side paths, underpasses, bridges and signs. He explained the guiding principles such as the target audience, implementation as funding allows, achieve early success, and balancing lanes with parking. He stated there are 400 different segments of bikeways that they studied that came from the brainstorming session and public input. He highlighted the maps of existing and recommended bikeways. The plan and future improvements will be coordinated with IDOT, Normal, Route 66 and other agencies. The plan recommends the city adopt a bike parking ordinance. Three components of the plan are education, enforcement and encouragement.

Mr. Balmer stated there was not much discussion in the plan on bicycle stickers. A fee can be based on use and geared towards education and will deter theft. Mr. Yehl said the plan does not cover everything comprehensively and it recommends that it be updated every five to ten years. There will be opportunities to do that as we move along. Implementing the plan will involve multi-years of work, training, evaluations and considering obtaining a bicycle friendly designation. The consultant fee was around \$12,000 with some of it paid by an advocacy group. There was discussion on other funding options and implementation. Engineering keeps the plan in mind and looks for opportunities to incorporate plan recommendations with road projects. The master plan for the Constitutional Trail was incorporated into this plan.

There was discussion on the effect of the plan on future growth and whether to include bike and trail requirements for development. Mr. Yehl stated that it may be another step beyond the scope of this plan. It may take ten plus years to get to the higher cost priorities.

Chairman Cain opened the public hearing. Mr. Mike McCurdy, 1403 Chadwick Drive, Normal, was sworn in and said he represents the transit system and the Connect Transit Board of Trustees. He said the Board adopted a resolution supporting the city and the League of Illinois Bicyclists in creating the plan. He urged the commission to approve the plan and move it forward for council's approval. Connect transit advocates planning that embraces all transportation modes, including bicycles. They plan on purchasing buses with racks to hold three bikes which is one more than their current two rack buses. Bikes are the ideal connection for customers to get to bus stops from their origin or destinations. He said research shows 70 percent of millennials use multi modes for one trip. This plan should make bicycling safer and increase bus ridership.

Stefanie Michaelis, 712 E. Olive Street, was sworn in and stated she is a lifelong biker, a regular commuter and the secretary of the Bike BloNo Board. She said she urges approval of the plan. They have worked to promote bikes for everyday transportation, to bring together the City of Bloomington, League of Illinois Bicyclists, and the Friends of the Constitution trail to help fund and create this plan. They worked to get a unanimous Council vote to create this plan. She said we have to focus on safety. The road is for everyone to use and studies show that the safest place for a person to ride is on the road. A study showed bike lanes reduced bike related injuries by 75 percent. The sidewalks will also be safer for pedestrians. There is an economic benefit in that bikers spend more money locally. She also said there are numerous health benefits to bicyclists and this plan will have an overwhelming impact on our community.

Julian Westerhout, 816 E. Monroe Street, was sworn in stated he is a dedicated, lifelong cyclist, is on the board of the Friends of the Constitution Trail, a member of the McLean County Wheelers and Bike BloNo. He stated he was a member of the Steering Committee and he thought the process was an extremely good example of a combination of public and private input into the process. People at the brainstorming session were quite amazed at all of the input being taken. He said after riding the streets for years he has noticed a difference with the recent sharrows and lane markings placed on Prairie and Front. Cars are more respectful and give more space. They provide a safer aspect for those who may not be as comfortable riding in traffic. It is a great plan.

Mr. Balmer stated he thinks this is an excellent plan and is in favor of recommending to the City Council that they accept it but would also recommend that they look into more private funding for some of the upgrades and extensions. It should become a part of the comprehensive plan for future development. We are saying it now for sidewalks and we should include this also. Mr. Wills said this is right in line with the dedicated green space for new development and has even more merit. There is revenue potential. There is a demand for it. It is great to have a formal plan in front of council to move things forward and to identify those high impact and priority items. Mr. Suess stated he is very excited about the plan as well. He said he wants to disclose that he is a board member of Bike BloNo and have helped with the initial advocacy for the moving forward with the plan but has received no money for such. He said as part his comprehensive plan, subcommittee work he has seen people wanting to see this kind of infrastructure and bike lanes. Mr. Stanczak said the City got its money worth as the plan is comprehensive, evidences much thought to competing considerations and establishes effective priorities. Commissioners emphasized how the plan addresses all ridership aspects and is not just for the recreational rider. Mr. Diamond stated the plan's amount of data, work and wealth of information is phenomenal. It is useful in other areas. Mr. Scritchlow questioned the cost for development but said it is a great plan.

Chairman Cain closed the public hearing.

Mr. Pearson stated he has a question for Mr. Yehl. The Commission unanimously approved a motion to reopen the public hearing.

Mr. Pearson asked why they recommend no widening to the sidewalk in certain areas? Mr. Yehl said that in some cases we are widening the sidewalks but this can create tension because people view that green area up to the road as their front yard. In some cases we do widen them and some we do not as we are trying to strike a balance. The Commission discussed the long range plan and how there are other ways to finance things. Mr. Yehl said much of it is done ourselves.

Ms. Michaelis explained the risk for bikers on sidewalks is greater than on the street because motorists do not see the biker and turning vehicles could hit them. Also the sidewalks can destroy bikes. Biking on the roads is safer.

Mr. McCurdy stated he believes bikers are covered under their home owner's insurance.

Chairman Cain closed the public hearing.

There was discussion on how there may be a need for other funding sources and having development and the normal planning process provide bikeways but it should not be tied to the bicycle plan herein.

Mr. Balmer moved to recommend to the City Council to adopt the bike plan as written. Mr. Suess seconded the motion which passed by a vote of 10 to 0 with the following votes being cast on roll call: Mr. Scritchlow-yes; Mr. Pearson-yes; Mr. Cain-yes; Mr. Balmer-yes; Mr. Protzman-yes; Mr. Wills-yes; Mr. Stanczak-yes; Mr. Diamond-yes; Mr. Cornell-yes; Mr. Suess-yes.

CITY OF BLOOMINGTON BICYCLE MASTER PLAN



January 23, 2015



City of Bloomington, Illinois
109 E. Olive St.
Bloomington, IL 61701

Prepared By: League of Illinois Bicyclists

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1 Introduction/Executive Summary

Bloomington, Illinois, grew out of the 1820s settlement of Blooming Grove and has a population most recently estimated by the U.S. Census Bureau (in 2013) at 78,902. Its Central Business District is notable as the seat of city and county government and the former courthouse which now serves as the McLean County Museum of History. It was a workplace and political organizing site for Abraham Lincoln, Supreme Court Justice David Davis and their contemporaries.



Figure 1.1. The west side rail yards. McLean County Museum of History image

Today, Bloomington's largest employer is State Farm Insurance Cos., but prior to State Farm's emergence in the 20th Century Bloomington was best known for its railroad shop operations on the west side and numerous railroad lines that made use of local tracks. The Chicago & Alton shops employed about 1,800 skilled shop workers in the early 1900s, when Bloomington's total population was under 25,000. The railroad lines -- and the interstates that would later parallel those lines -- also made Bloomington a transportation hub in Central Illinois.

The shops are long gone, and rail traffic decreased through the years. However, Bloomington-Normal's railroad history had major implications in the development of a shared pedestrian-bicycle trail. Bloomington and Normal jointly undertook creation of the Constitution Trail in 1987, and the initial phases of the trail followed the old Illinois Central Gulf Railroad right-of-way. The Constitution Trail emerged as a popular undertaking. It stretches approximately 37 miles through the Twin Cities thus far. A survey by the Bloomington Parks, Recreation and Cultural Arts Department found that the trail ranks among residents as Bloomington's most important parks and recreation amenity in the city (2010 Parks Master Plan Update).

In this new century, Bloomington and Normal look to expand upon that success not only with added trail but by creating networks of bicycle transportation on and alongside streets. The cities' leaders recognize that cycling takes various forms: a mode of transportation, a form of vigorous exercise, a method of casual exercise and general recreation. Both communities aspire to vastly expand routing to make bicycling more viable as a transportation mode in addition to a more easily accessed recreational outlet. Independent of each other, the twin communities in 2014 simultaneously created their first designated bike lanes, and the cities have created shared bicycle-motor vehicle routes. This marks an infancy of a comprehensive bicycling network through the cities. Normal has a master plan for bicycle and pedestrian routes; Bloomington creates a Bicycle Master Plan with these pages.

The existing Constitution Trail serves as a starting point for a cycling network. The trail's untapped potential can be seen in the accompanying Geographic Information Systems (GIS) map in which blue lines denote the existing Constitution Trail and red lines denote potential future trail locations as identified by the City of Bloomington and the Town of Normal. The trail alone, however, cannot get people to work, to business districts and to other destinations. Terrain limitations, space limitations and the cost of street sidepaths and off-road routes limit scope and expansions of the Constitution Trail under ideal circumstances. Creation of bike-friendly streets, through designated bike lanes and shared lanes, are required to create a bicycling network that serves the various types of bicycle usage. It is important for the public to understand that a citywide Bicycle Master Plan must take (and does take) Bloomington well beyond the Constitution Trail.

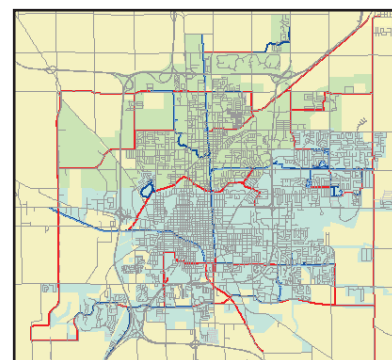


Figure 1.2. Trail system map.

Bloomington covers approximately 27 square miles of area and serves as the county seat for McLean County, population 169,572 (2010 Census estimate). Normal has a 2013 Census estimate of 54,664 residents, counting Illinois State University college students. Normal's area is approximately 18 square miles.

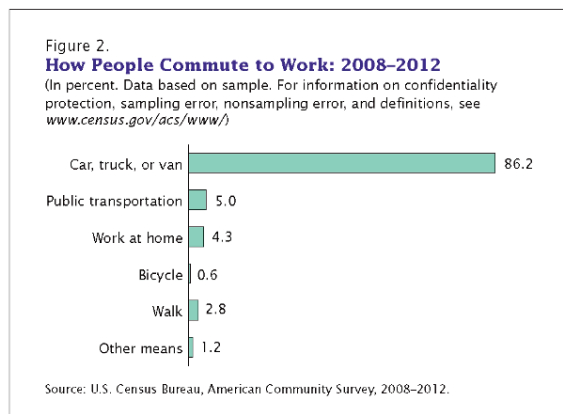


Figure 1.3. Commute rate by mode.

Bloomington and America, especially when viewing transportation to and from work sites. There are no illusions here about pushing the cars out. Nationally, just 0.6 percent of the American population commutes to work by bicycle, according to the 2008-2012 Survey of Communities conducted by the U.S. Census Bureau. The number of bike commuters, nonetheless, increased by 61 percent since the survey of 2000. It remains dwarfed by car, truck and van commuters, who account for 86.2 percent.

What is clear from the Master Plan study, though, is that bike-friendly routes are not available to potential commuters desiring to reach various job sites. There are no predictions as to number of bike commuters

The cities continue to have both freight and passenger rail services, and transition to high speed passenger rail is underway. Add to this their strategic location within the federal interstate system, Twin City and intercity bus services, an airport, the bike-pedestrian trail and an emerging bicycle network. With this plan and other transportation initiatives, Bloomington-Normal has positioned itself as a truly multi-model metropolitan area.

Individually operated cars, vans and SUVs remain the dominant mode of transportation in

McLean County Top 5 Employers	
State Farm Insurance Cos.	14,935
Illinois State University	3,251
Country Financial	1,955
Unit 5 School District	1,674
Advocate BroMenn Medical Center	1,347
Bloomington-Normal Area Convention and Visitors Bureau	

Figure 1.4. Top employers.

once a network becomes reality in the Twin Cities. Certainly, availability will increase commuter use. However, the job commuters are but one of the constituencies.

The Master Plan places value on linkage of schools and neighborhoods, businesses and neighborhoods, Downtown Bloomington and Uptown Normal, and neighborhoods to other neighborhoods. Foremost, it aims to support the casual adult bicyclist while also taking into account the needs of children cyclists and advanced cyclists. Planners were mindful that national data shows national 27 percent of all car trips are one mile or shorter; 40 percent are less than two miles¹. When cycling conditions are improved, people are more willing to use bikes instead of cars for these short trips—which benefits their health, pocketbooks and surrounding air quality. Besides those who bicycle by choice, there are residents – including children, many teenagers, and some low-income workers – who depend on cycling as a transportation necessity.

Master Plan outline

Chapter 2 of the plan explains the types of on-road and off-road bicycle facilities needed for a denser and more complete bikeway network in Bloomington. The primary target audience for the additions is the “casual adult” bicyclist, although the needs of advanced cyclists and children are both addressed. A thorough analysis is used to determine which option is appropriate for each of the “routes to study” suggested by the public. As described in Chapter 3, criteria include need, cost, technical factors, and strategies to gain public support while avoiding common bike plan pitfalls.

Chapter 4 details the specific recommendations for the bikeway network. These include an array of on-street bikeways such as bike lanes and sharrows, completion of a few major roads’ sidepaths where gaps exist, expansion of some existing trails on their own rights-of-way, crossing improvements, trail signing and maintenance, remedying demand-actuated stoplights not triggered by on-road bicycles and posting wayfinding signage for the network. The chapter includes maps and tables for easier comprehension of the recommendations.

Chapter 5 identifies easy-to-use (and free) resources and strategies to supplement infrastructure investment with bicyclist education, motorist education, enforcement, and encouragement efforts. In addition, recommendations are offered on retrofitting bicycle parking where needed and adding bike parking requirements to the City development ordinance.

Chapter 6 recommends a multi-year implementation work plan with opportunistic and stand-alone projects in the City’s Capital Improvement Program. Costs of various bikeway types are listed, along with funding and grant suggestions. The plan calls for an annual implementation report to track progress. Finally, as a topic to consider for a future plan update, key steps in Bloomington’s path to national Bicycle Friendly Community designation are discussed.

¹ 2001 National Household Travel Survey

2 Bikeway Types in the Bloomington Plan

Standards and Guidelines

The 2012 *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration's (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO) form the technical basis for the plan's recommendations.

The AASHTO guidelines are generally recognized by the industry – and the court system – as the standard for bicycle facility design. The Illinois Department of Transportation encourages communities to consult these guidelines and the MUTCD when developing bicycle plans.

A general overview of bicycle facility options follows; more engineering details are in the publications.

Trails

Multi-use trails are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular. Examples in Bloomington include the various branches of the Constitution Trail.



Figure 2.1. Multi-use trail on its own right-of-way

Sidepaths

Sidepaths are trails running immediately parallel to a roadway, essentially a widened sidewalk. Examples include the Constitution Trail section along General Electric Road and the sidepaths along Hamilton and Beich Roads. Compared to trails on their own rights-of-way, most sidepaths have a larger fraction of use for transportation purposes.

While the physical separation from traffic provides a sense of security to sidepath users, intersections present inherent conflicts and visibility problems – especially for sidepath cyclists riding against the flow of adjacent traffic. Understanding these inherent conflicts can help in efforts to improve sidepath safety.

Figures 2.2 and 2.3 illustrate the visibility problems leading to intersection conflicts. In Figure 2.2, Car B crosses the sidepath to turn right onto the parallel street. Rarely do motorists stop at the stopline – usually stops are in the crosswalk or at the street edge, if at all. Many will look only to their left. Cyclist 2 might be seen. Cyclist 1 is much less likely to be seen.

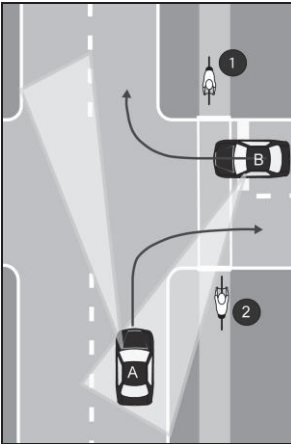


Figure 2.2. Right turns across sidepaths.

Car A turns right off the parallel road then crosses the sidepath. Again, Cyclist 2 might be seen but Cyclist 1 is less visible. Particularly where a large turning radius permits fast turns, many motorists do not yield to cyclists entering or already in the crosswalk.

In Figure 2.3, Car C looks ahead, waiting for a traffic gap to turn left, then accelerates through the turn while crossing the crosswalk. Cyclist 4 might be seen. Again, the contra-flow cyclist (3) is less likely to be seen. If the traffic gap is short, sudden stops would be difficult.

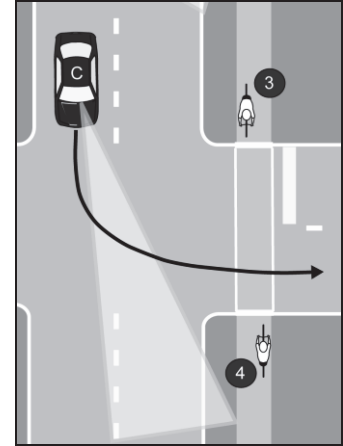


Figure 2.3. Left-turn across sidepath.

It should be noted that a contributing factor in at least some of these conflicts is disregard of pedestrian crosswalk laws and possibly traffic controls by bicyclists. Education and enforcement of both motorists and bicyclists can help somewhat in controlling sidepath problems. Chapter 6 provides some recommendations.

In addition, sidepath conflicts can be reduced through engineering by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stopline adherence for right-turners
- Using pedestrian refuge islands to break up major crossings and right-in-right-out entrances – right-turn corner islands (“porkchops”) are particularly effective
- Using higher visibility crosswalks – see the recommendations in Chapter 4

These treatments are illustrated in Figures 2.4.

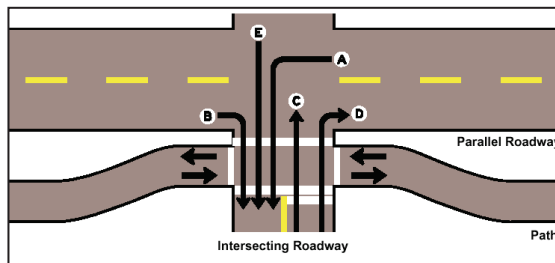


Figure 2.4. Top: Bringing sidepath crossings closer to the parallel road. Bottom: Right-turn corner island and high-visibility continental crosswalks

On-road Bikeways

Expanding Bloomington's bicycle network beyond its off-road trail and sidepath system requires the determination of appropriate bikeway choices for various contexts.

Due to the fear of getting hit by a car from behind, many believe sidepaths or sidewalks are *always* safer than on-road bicycling. Surprisingly, this is *not* the case where there are many side streets, residential driveways, and commercial entrances – especially for “contra-flow” cyclists biking against the flow of traffic.² The visibility issues described above are a prime reason. Note that for each motorist turning motion illustrated in Figures 2.2 and 2.3, an on-road cyclist on the right side of the road is within the motorist's viewing area. In fact, especially in urban areas during the day or when the bike is well-lit at night, the large majority of car-bike crashes occur at intersections – not from cars striking bikes from behind³.

The AASHTO guide describes the above and other sidepath issues in discouraging their use in inappropriate locations. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads without lots of crossings – as seen in the more newly-developed parts of Bloomington. Since that is not the case for many of the City's other roads, various on-road bikeway options are considered in this plan.

Bike Lanes

Bike lanes are portions of the roadway designated for bicyclist use. Bike lanes are typically between five and six feet wide (including gutter pan) on each side of the road with a stripe, signage, and pavement markings. Cyclists in each bike lane travel one-way with the flow of traffic. Sample results^{2,4,5} around the country for roads with bike lanes include:

- More predictable movements by both cars and bikes
- Better cyclist adherence to laws about riding on the right side of the road
- Dramatic increases in bike usage with lower car-bike crash rates



Figure 2.5. Bike lanes (other side not shown).

Parking is not permitted in designated bicycle lanes. When a road has bike lanes and adjacent parking, the bike lanes should be striped between the parking space and the travel lanes. When a road has bike lanes but no on-street parking, indicate the parking prohibition. This can be done either by adding a no parking sign (MUTCD R8-3) on the same post as optional Bike Lane

² Moritz, W.E., “Survey of North American Bicycle Commuters: Design and Aggregate Results”, Transportation Research Board, 1997.

³ AASHTO Guide for the Development of Bicycle Facilities, pp. 3-8 and 3-9, 2012.

⁴ AASHTO Guide for the Development of Bicycle Facilities, p. 22, 1999.

⁵ Reynolds, C, et al., “The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature”, *Environmental Health*, 2009.

signs (MUTCD R3-17), using No Parking Bike Lane (MUTCD R7-9) signs, or using the standard No Parking signage typically used by the City.

Bike lane options are evolving, to provide benefits in various situations. Buffered Bike Lanes (Figure 2.6) are now accepted by the Federal Highway Administration and detailed in the NACTO Urban Bikeway Design Guide. A buffer space may be added between travel lane and bike lane, or between bike lane and curbside parking. This plan lists Buffered Bike Lanes as the primary recommendation for the northern segments of Business US 51 and a small part of IL9.



Figure 2.6. Buffered bike lanes (NACTO).

Protected Bike Lanes (PBL) use bollards, curbs, or parking to separate bike lanes from travel lanes. American use of PBLs has grown significantly this decade in dense urban cores. While no PBLs are listed in the plan, they may be considered as an option – especially where intersection conflicts can be closely controlled, and motorist stop line compliance is high on cross streets and other intersections.

National standards are continually evolving on handling bike lanes at intersections. The AASHTO guide has long detailed advance merge areas and, where space allows, continuing bike lanes to intersections. New tools are colorized pavement and extensions of bike lanes *through* intersections.

Insufficient pavement width due to the presence of turn lanes may necessitate interruption of bike lanes at intersections. Where this occurs with a right-turn only lane, shared lane markings may now be used for straight-ahead bicycle travel in the right-turn lane (Figure 2.7). Where this occurs with a left-turn lane but no right-turn only lane, use shared lane markings in the center of the rightmost through lane.

Green-Colored Pavement may now be used to enhance the conspicuity of bicycle lanes, or extensions of those lanes at intersections. One useful application may be between the pair of dotted lines used to extend a bicycle lane across the beginning of a right-turn-only bay and lane. Regular sweeping is important, as bike lanes tend to collect debris. The City performs regular sweeping of streets, parking lanes, and bicycle facilities.

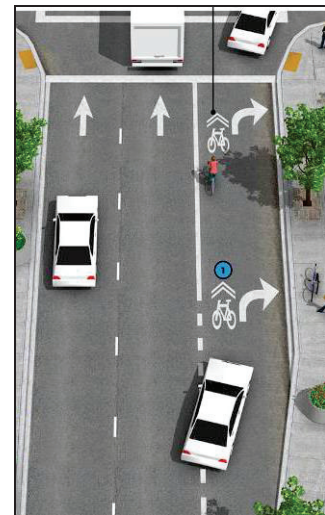


Figure 2.7. Shared Lane Markings in right-turn only lane. (NACTO)

Shared Lane Markings

Shared lane markings (aka “Sharrows”) inform cyclists of optimum lane positioning. Also, SLMs are more effective than signage alone in reminding drivers of the possibility that they will see a bicyclist in the road.

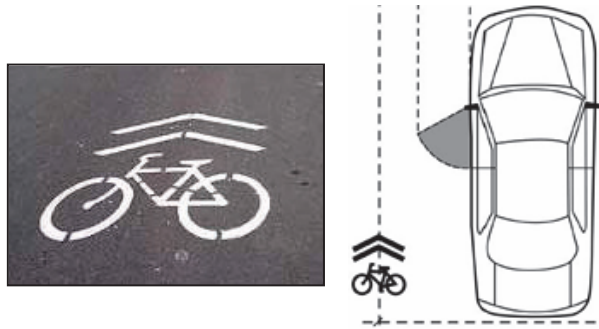


Figure 2.8. Shared Lane Marking.

Bloomington has already installed SLMs on Front, Prairie and Park streets and other streets. Bicycle positioning on the roadway is important to avoiding crashes with cars turning at intersections and doors opening on parked cars.

Shared lane markings may only be used on streets with speed limits of 35 mph or lower. Sometimes SLMs are used in lieu of bike lanes on relatively comfortable roads that would still benefit from a higher level of

guidance to bicyclists and motorists. More often, however, SLMs are a fallback treatment where there is insufficient width for bike lanes.

On roads with no permitted parking, the center of the marking shall be 4 feet (or more) from the curb. On roads with permitted and occupied parking, the center of the marking shall be 11 feet (or more) from the curb. SLMs that far from the curb work best at higher (>30%, perhaps) parking occupancies. However, this plan also recommends SLMs on some roads with lighter parking and wider lanes lacking other options besides Bike Route wayfinding signage only.

The markings should be placed right after an intersection and spaced at intervals of 250 feet thereafter. See MUTCD chapter 9 for more installation guidance. The shared lane marking also can be used to indicate correct straight-ahead bicycle position at intersections with turn lanes, where bike lanes or combined bike/parking lanes have been temporarily dropped.

SLMs should be supplemented with wayfinding signage.



Figure 2.9. Sharrow near Franklin Park.

Signed Bike Routes

Some roads may be identified by signage as preferred bike routes, because of particular advantages to using these routes compared to others. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes. A road does not require a specific geometry to be signed as a Bike Route, providing flexibility. A Bike Route may be a striped or unstriped street, or a road with paved shoulders.

It is recommended to use the updated signage styles available in the latest MUTCD. Some styles also provide wayfinding assistance at intersections with supplemental destination plates

and arrows placed beneath them. The 2009 version of the MUTCD manual includes signs that combine bike route designation with wayfinding information. Some Illinois towns have put two or three destinations on a single sign, with mileages. Figure 2.10 illustrates some examples.



Figure 2.10. Bike Route wayfinding sign options. Left: D11-1/D1-1 Middle: D11-1c Right: D1-2b

As described in Chapter 4, wayfinding signs are useful throughout the bikeways network, whether along a trail, bike lane or route. See MUTCD for spacing and placement specifications.

Combined Bike/Parking Lanes

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 5% or 10% occupancy – except perhaps on special occasions (“party-parking”). While this may be an opportunity for dedicated bike lanes, removal of parking on even one side may be politically infeasible – even though the wider lanes often encourage faster traffic speeds through neighborhoods.



Figure 2.11. Combined Bike/Parking Lanes.

A fallback option is to stripe off 7-8 feet (including gutter pan) for the occasional parked car. This space, essentially an “urban paved shoulder”, may be used by bikes, too. Sign the road as a Bike Route, but do not include any designated bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. Benefits include:

- An increased perception of comfort by the cyclist
- Lower likelihood of the occasional parked car being hit by another car
- The traffic-calming effect of narrower lanes, i.e., slowing car speeds

“Combined Bike/Parking Lanes” (CBPLs) allow parking, but bike lanes do not. Steps should be taken to avoid confusion. Combined bike/parking lanes should use signage indicating parking permission information. As mentioned earlier, bike lanes should use “no parking” signs – where there is no adjacent on-road parking.



Figure 2.12. Signal activation marking and sign.

Signal Activation by Bicycles

Both bicycles and motorcycles have difficulty activating demand-actuated traffic signals. Cars may not be present to trip the signal, or cars may be stopped too far back of a bike. Pedestrian push-button actuation, if present, is often inconveniently located for on-road bikes.

Illinois now has a law by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of not being detected. Engineering solutions are safer and preferred.

For existing intersections, the MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7) in Figure 2.12, together with the R10-22 Bicycle Signal Actuation Sign, can indicate a detector trigger point for actuating the signal. For standard detectors, the detector's perimeter – such as its right edge – is more sensitive to bicycles. Correct tuning of the detector may be needed, too.

For new intersections, quadrupole loop detectors, microwave or new camera detection technology could be used, as they are more sensitive to bikes and motorcycles. As an example, the City has moved to microwave detection at the Franklin/Emerson and Prairie/Washington traffic signals.

Chapter 4 includes a recommendation on this issue.

3 Guidelines For Bikeway Recommendations

Introduction

A bikeways network is comprised of routes that are particularly important because they serve key destinations and facilitate travel across barriers. Although all City streets, except where prohibited, will be used by cyclists, a designated bikeways network helps direct them to particularly favorable routes, especially for mid- and long-distance trips. Developing a plan for a bikeways network establishes priorities for improvements, such as striping for bike lanes or combined bike/parking lanes, completing sidepaths and trails, adding wayfinding signs and improving crossings.

Bloomington's bikeways network was developed with a variety of inputs:

- **Public Involvement:** On March 18, 2014, a "Public Brainstorming Workshop" was attended by over 90 residents. The purposes of the workshop included: a) gather local resident knowledge on biking needs; b) prioritize road corridors and other routes to study for potential improvements; c) build community support for the plan and its implementation. Each attendee marked individual maps with suggestions. A group exercise followed in which top priorities from three geographic regions of the City were discussed and reported. See Appendix 2 for results.

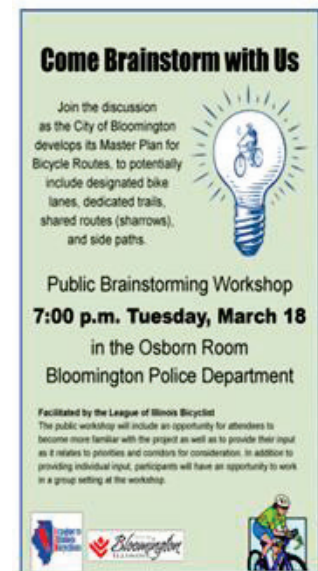


Figure 3.1. Ad for March 18 meeting.

McLean County Regional Planning Commission greatly extended public involvement and outreach for the plan, through the MindMixer online application. Electronic publicity and an insert in City water bills resulted in over 1000 responses from local citizens. Appendix 3 provides a summary from the resident survey. Other open-ended questions in the survey, along with other extensive MindMixer input by residents, provided a wealth of detailed suggestions on infrastructure improvements, non-infrastructure efforts, and other community priorities. These raised ideas and issues not gathered at the public brainstorming workshop, while helping with prioritization of recommendations.

- **Consultation with Steering Committee and Staff:** In addition to the workshop, two meetings were held with the Steering Committee of the Bloomington Bicycle Plan, consisting of City staff, elected officials, other relevant agencies, local bicycle groups, and others (see Appendix 1). The committee guided the project approach and the principles used in making recommendations, while providing valuable input on the recommendations and plan draft. Meanwhile, City staff and the plan consultant extensively discussed the long list of bicycle network recommendations in the plan.

- **Review of regional and Normal's plans:** Where possible, the recommended bikeway network includes connections and consistency with the Town of Normal's Bicycle and Pedestrian Master Plan. Off-road trails identified in the McLean County Regional Greenways Plan (2009) were also included.
- **Bicycle Level of Service Analysis:** The Bicycle Level Of Service⁶ (BLOS) measure quantifies the "bike-friendliness" of a roadway, helping to remove a wide range of subjectivity on this issue. The measure indicates adult bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists. BLOS has been used in IDOT's bicycle maps for years, and it has been added to the Highway Capacity Manual. More information and an online calculator is at <http://www.bikelib.org/bike-planning/bicycle-level-of-service/> BLOS is used in the Bloomington Bicycle Plan to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations.
- **Review of standards, guidelines and best practices:** The plan draws heavily from AASHTO, the MUTCD (FHWA), and NACTO, nationally recognized resources for bicycle facility design. See Bikeways Types discussion in the previous section.

Guiding Principles and Selecting Bikeway Type

The following general guiding principles were used for the plan's recommended improvements to Bloomington's bikeway network.

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the City.
- As much as possible, choose direct routes with lower traffic, ample width, stoplights for crossing busy roads – and at least some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.

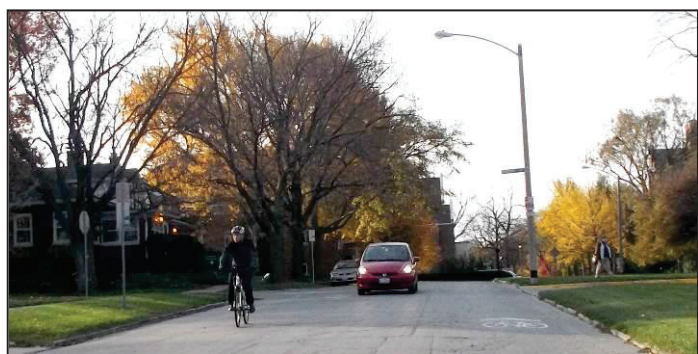


Figure 3.2. Park Street, at Illinois Wesleyan University.

⁶ Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).

- Be opportunistic, implementing improvements during other projects and development. An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction, but not as a standalone project.

These guidelines were used for making recommendations for specific route segments:

- Consider both on-road and off-road improvements, as described in Chapter 2. Narrowing lane width to 11' will be considered if necessary to implement an on-road bikeway on local roads with lower speed and lower truck traffic.
- Where on-road bikeways are recommended, try to achieve a BLOS rating of High C (marginal), B (ideal), or better for designation in the network. This is an appropriate goal for accommodating the casual adult bicyclist. Depending on the situation, use Bike Lane or Bike Route signage, plus wayfinding signage to indicate inclusion in the network.
- For the on-road segments designated as being in the network, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, sidewalks with width under sidepath standards should not be designated or marked as part of the bikeway network.
- Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted. Where sidepaths are recommended, use the design techniques described above to somewhat reduce the risks at intersections.
- Where there is sufficient width and need, and speeds are moderate to low, use striping to improve on-road cyclist comfort level. Depending on available width and parking occupancy, the striping may be in the form of either dedicated bike lanes or combined bike/parking lanes. Where such roads have insufficient width for striping, shared lane markings or simply Bike Route wayfinding signs are recommended, depending on parking occupancy and assuming an on-road comfort level meeting the target BLOS.
- Use Shared Lane Marking and bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected. Shared Lane Markings should be used in straight-ahead lanes, at intersections where turn lanes require the interruption of striped bike lanes or Combined Bike/Parking Lanes.

Generating Public Support

To improve public support for plan implementation, these additional approaches are suggested:

- Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
- Avoid removing on-road parking if at all possible, especially by businesses and on roads with more than very low parking occupancy. When a primary recommendation calls for the removal of any parking, list secondary, fallback recommendations as options.
- Where appropriate, use road striping to serve not only bicyclists but adjacent residents, as well. Cite the traffic calming (slowing) and other benefits of striped, narrower roads.

- Do not widen 4-5 foot sidewalks to 8-10 foot sidepath widths where at least some residential front yards would be impacted.
- Do not widen residential roads solely for bikeways.
- Work with local businesses and media to help promote the plan and highlight progress.

Bike Lane Recommendations and Tradeoffs

The AASHTO guide says: “Bike lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas.” Implementation of some of the plan’s bike lane recommendations (e.g., parts of Albert/East and Locust Streets and Springfield Road) are relatively straightforward, with sufficient pavement width under current conditions. However, other locations involve tradeoffs.

One such tradeoff is the reduction of lanes – a “road diet.” For parts of Emerson and Lincoln Streets; Fairway, Regency, and ML King Drives; and Cottage Avenue, the primary recommendation calls for converting four lanes road sections to three lanes (one travel lane in each direction, plus continuous left-turn lane) plus bike lanes. For other parts of Emerson and Lincoln streets and elsewhere, the continuous left-turn lane of a three-lane road is recommended to be removed, creating space for bike lanes.

These recommendations considered current and project traffic levels and likely utilization of the continuous left-turn lane. The plan’s recommendations regarding road diets are considered relatively conservative compared to some bicycle planning industry “rules of thumb.” Further guidance on road diets will be forthcoming next year from the FHWA.



Figure 3.3. Jersey Avenue bike lanes.

Parking removal for the addition of bike lanes was considered even more seriously, due to potential political impacts. Some critical bikeway network road segments, having low parking occupancy and poor or no nearby alternatives, do have bike lanes with parking removal as the primary recommendation. These include still other parts of Emerson and Lincoln Streets in which parking would be reduced from two sides to one, and

east Grove Street, where existing parking on one side would be removed. Other such segments having permitted but extremely low or no parking occupancy on both sides are parts of Morris and Mercer Avenues and Fairway Drive.

As indicated by the maps’ “Bike Lanes or options” symbolization, lesser, secondary options are listed for each segment in which parking removal is part of the primary recommendation. The plan recommends careful consideration and public involvement of these options on a case-by-

case basis. Another factor in the decision should be levels of speeding along the segment, as bike lanes can reduce speeds through passive traffic calming^{7,8}.

In the case of Jersey Avenue in summer 2014, parking was removed on the south side of the street. However, the action was only taken after the City mailed out notices and invited comment from residents on both sides of the street.

For other segments in which parking removal was considered, various technical and/or political reasons led to a lesser level of accommodation being listed as the primary recommendation. In those cases, the bike lane configuration is listed as a secondary option, should the decision ever be made to remove parking there.

⁷ Bureau of Traffic Management, “N. Ida Avenue Neighborhood Traffic Management Project—Final Report,” City of Portland, OR, 1996.

⁸ Private communications with police departments in Geneva and Buffalo Grove, IL, who studied the effect locally.

4 Bikeway Network Recommendations

Introduction

The Bloomington Bicycle Plan proposes an expanded network of bicycle routes to facilitate travel to all sections of the City and beyond. The proposed network builds on the existing Constitution Trail system developed over the years by the City and other agencies. The recommended projects in this section will also help fill gaps, tackle barriers and improve conditions to complete the network. See the earlier Bikeways Guidelines section for more information on how routes and projects were selected.

A major caveat for the vast majority of these recommendations is that both the primary and secondary/other option recommendations assume the existing pavement width. Future reconstruction or expansion projects are opportunities to consider better bike accommodations, especially in those places where the bikeway network's comfort level target could not previously be met.



Figure 4.1. Constitution Trail bridge over Oakland Avenue.

Understanding the Maps

The plan's maps provide a snapshot of needs and recommendations.

- **Figure 4.2) Existing Conditions -- Trails and On-Road Comfort Level:** Shows *existing* on-road conditions for bicyclists on studied roads, including, but not limited to, all routes studied for the network. It also provides information on existing trails and sidepaths.
- **Figure 4.3) All Existing and Recommended Bikeways:** Recommended on- and off-road bike facilities, including long-term future projects as well as low priority projects resulting in only a minor improvement or a slightly denser network.
- **Figure 4.4) Existing and High/Medium Priority Recommended Bikeways:** A subset of the map above, without long-term future projects and low priority projects removed.
- **Figure 4.5) Future Conditions -- Trails and On-Road Comfort Level:** Portrays how the off-road trail system and on-road bicycle level of service will change, if the recommended projects are implemented. Only those on-road segments “in the network” are shown.

Consider Lincoln Street as an example in using the maps and the spreadsheet in Appendix 4. The existing conditions map shows various segments ranging from an on-road comfort level of high B to high D, in terms of Bicycle Level of Service. A BLOS of C is considered acceptable for experienced cyclists, as is B for casual adult cyclists – the minimum target of this plan.

The recommended bikeways maps calls for bike lanes from Mercer to Hershey, with details of the proposed road diet described in the spreadsheet. From Morrissey to Mercer and from the Constitution Trail (by Clayton) to Bunn, bike lanes and one-side parking restriction is the primary recommendation – with the spreadsheet detailing secondary, fallback options. Removing the continuous left turn lane to add bike lanes is the recommendation described for Bunn to Morrissey. Separate recommendations are offered for Main to the Constitution Trail: shared lane markings westbound and combined bike/parking lane eastbound. Finally, Bike Route wayfinding signage is the only recommendation from Koch to Main. Due primarily to network significance and public demand, each segment west of Main is a high priority.

The future conditions map and spreadsheet show that bike lane striping would improve Lincoln from Main to Hershey to at least a High B. The exception is westbound from Main to the Constitution Trail, which remains a C with shared lane markings.

Figure 4.2: Existing Conditions

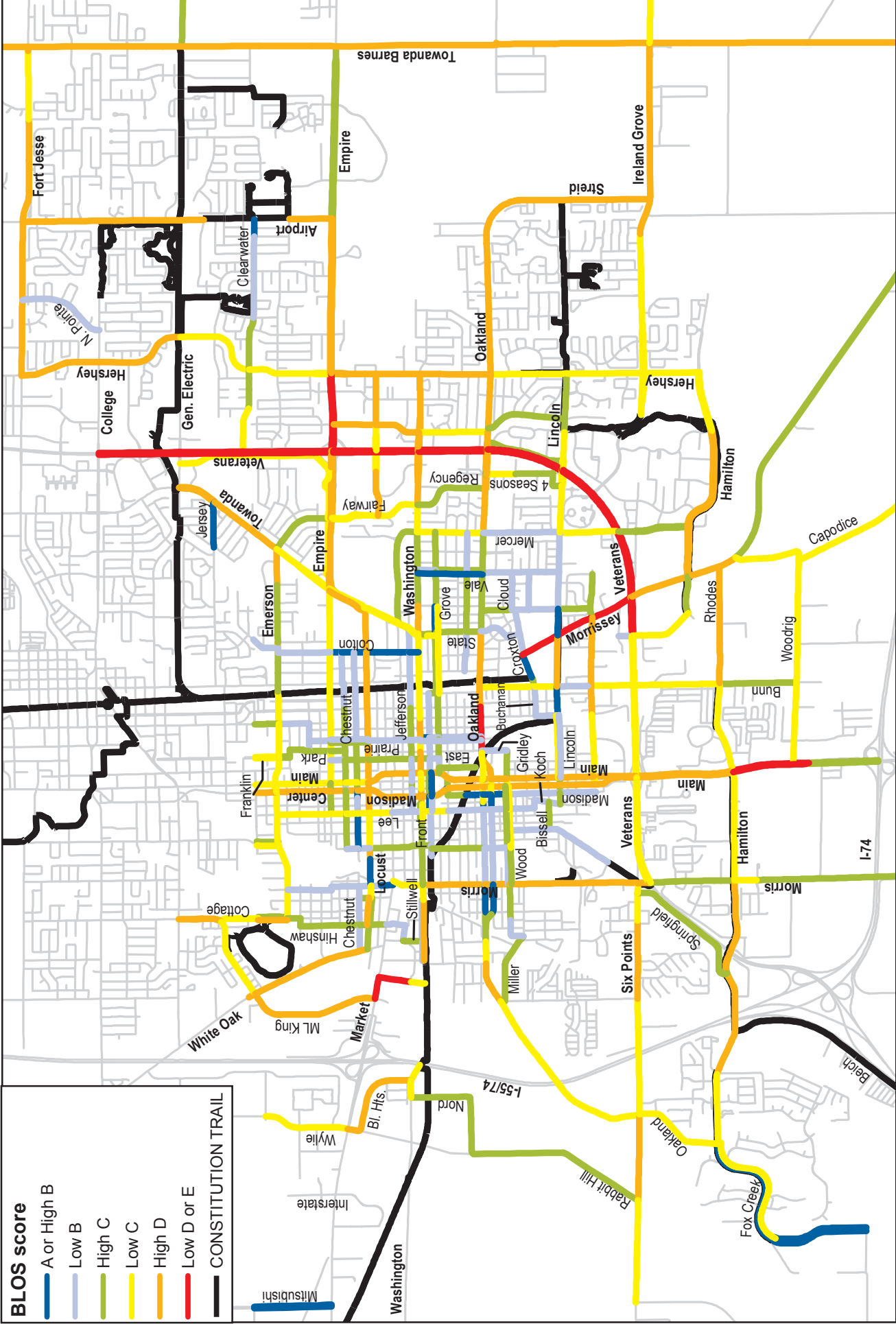


Figure 4.3: All Existing and Recommended Bikeways

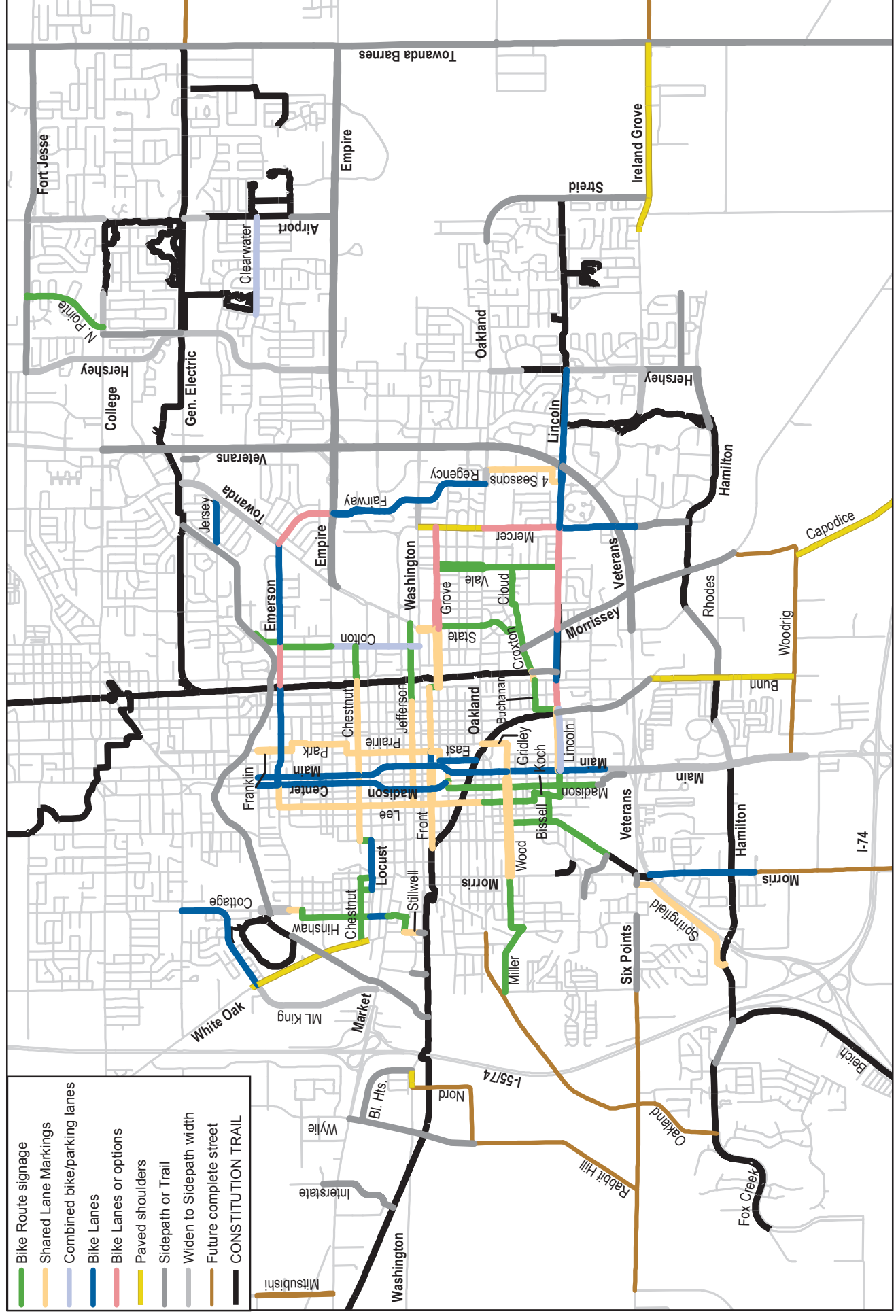


Figure 4.4: Existing and High/Medium Priority Recommended Bikeways

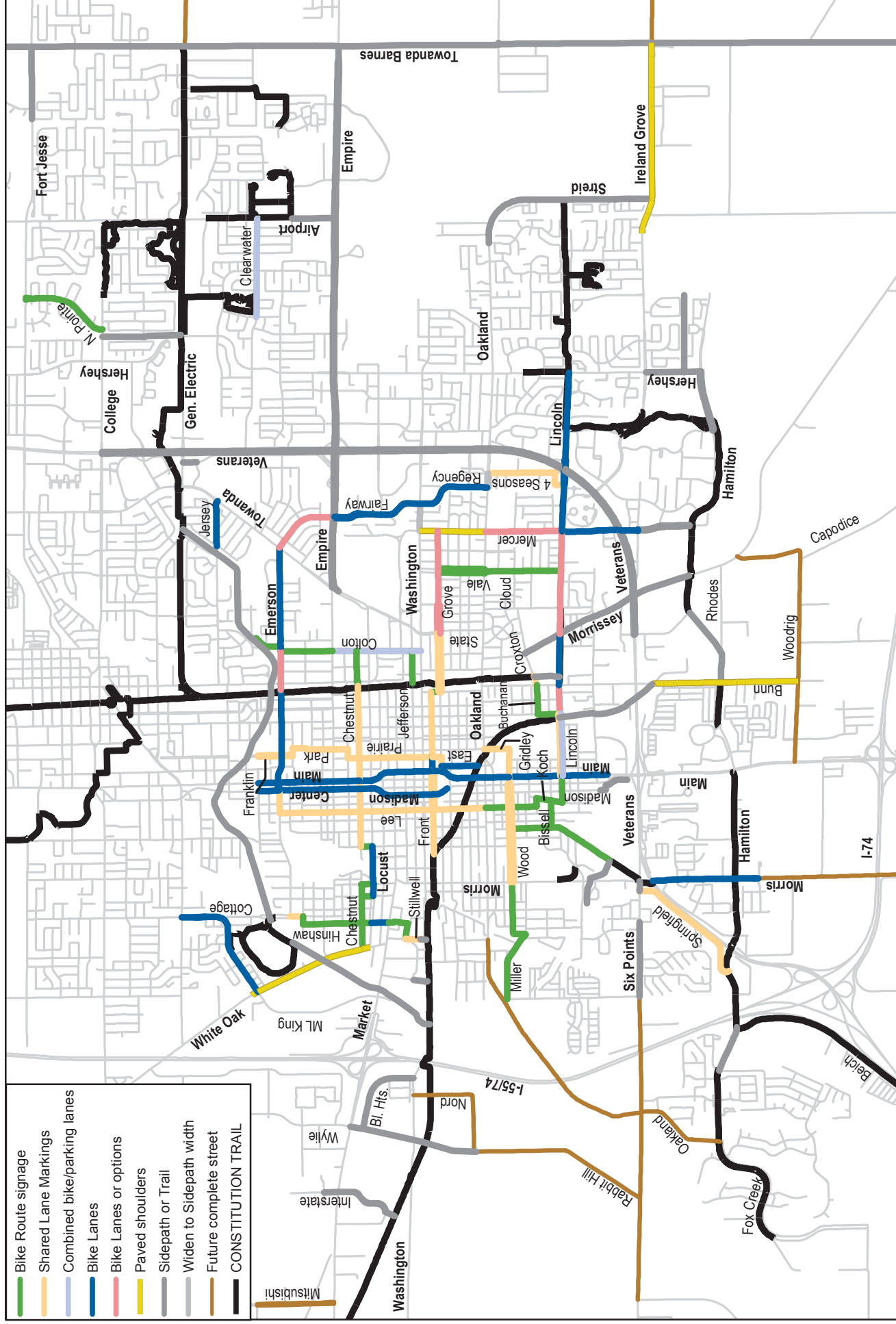
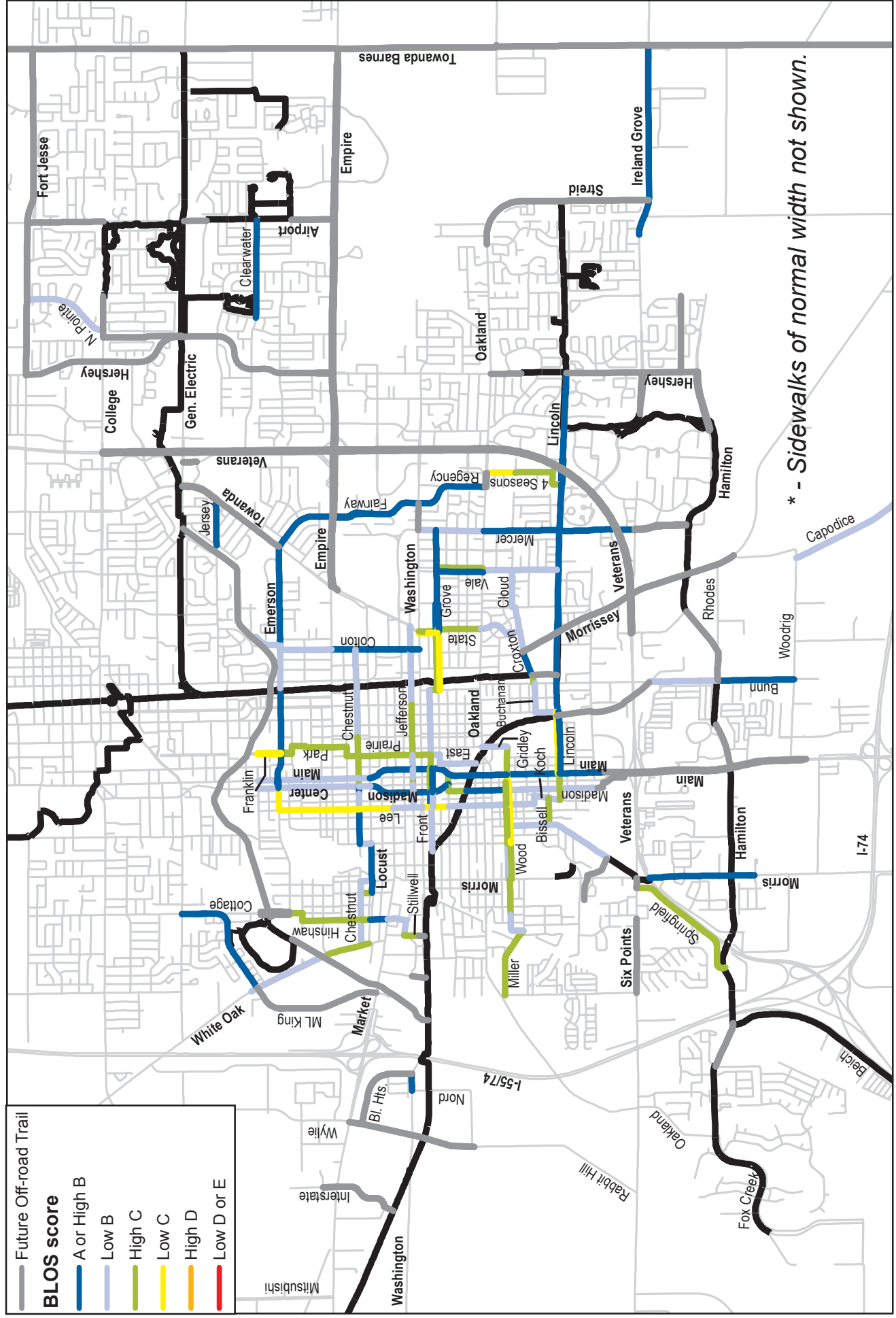


Figure 4.5: Future Conditions* -- Trails and On-Road Comfort Level



Understanding the Project List

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service, sidewalk coverage, recommendation details and implementation notes, is housed in a spreadsheet that helps create the maps. See Appendix 4 for the entire dataset by road segment.

The table below summarizes recommended projects by road name. Listed at the end are low priority routes less important to the network. When an agency other than the City of Bloomington has jurisdiction and could take the lead on implementation, that agency is listed in the Priority column: *IDOT*, *McLean County*, *Town of Normal*, or *Bloomington-Normal Water Reclamation District (BNWRD)*. Bike facilities would not be installed on township (*Twsp*) roads unless jurisdiction is transferred to the City.

Table 4.1. Recommended Projects - High and Medium Priorities

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Albert/East	Grove	Constitution Trail	Bike Lanes		High
Allin	Chestnut	Locust	Bike Route wayfinding signage		Medium
Bissell	Low	Koch	Bike Route wayfinding signage		Medium
BNWRD Trail	Const. Tr. W (Washington)	Const. Tr. N		Trail	High (BNWRD)
BNWRD Trail	Const. Tr. N.	Const. Tr. E.		Trail	Medium (BNWRD)
Buchanan	Clayton	Bunn	Bike Route wayfinding signage		High
Bunn	Lafayette	Veterans		Sidewalk	Medium
Bunn	RR Xing	Hamilton	Paved Shoulders	Sidewalk	High
Bunn	Hamilton	Woodrig	Paved Shoulders		Medium [Twsp]
Caroline	Circle	Washington		Trail link	Medium
Center	Normal border	Locust	Buffered Bike Lanes		High [IDOT]
Chestnut	White Oak	Morris	Bike Route wayfinding signage		Medium
Chestnut	Allin	Center	Shared Lane Markings		Medium
Chestnut	Center	Const. Tr./Linden	Shared Lane Markings		High
Chestnut	Const. Tr./Linden	Colton	Bike Route wayfinding signage		Medium
Clayton	Buchanan	Lincoln	Bike Route wayfinding signage		High
Clearwater	Veterans	N of Mt Vernon		Intersection improvement	Medium
Clearwater	Mill Creek	Airport	Combined Bike/Parking Lanes		Medium
Colton	Emerson	Empire	Bike Route wayfinding signage		Medium
Colton	Empire	Washington	Combined Bike/Parking Lanes		Medium
Const Tr SE extension	Lincoln	Bunn		Trail	High

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Constitution Tr extension	Croxton	Lincoln		Trail	High
Cottage	Normal border	ML King Dr	Bike Lanes (road diet)		Medium
Cottage	Seminary	Forrest	Shared Lane Markings		High
Cottage	White Oak Park north edge	Seminary		Finish Sidewalks, (widen to sidepath)	Medium
Croxton	Bunn	Indianapolis	Shared Lane Markings		High
East	Locust	Olive	Buffered Bike Lanes (road diet)		High [IDOT]
Emerson	Lee	Center	Shared Lane Markings		High
Emerson	Center	Linden	Bike Lanes (road diet)		High
Emerson	Linden	State	Bike Lanes (remove parking) or backup options		High
Emerson	State	Eboch	Bike Lanes		High
Emerson	Eboch	Towanda	Bike Lanes (remove continuous left-turn lane)		High
Empire	Colton	Towanda		Finish Sidewalk	Medium [IDOT]
Empire	Towanda	Airport		Sidepath	High [IDOT]
Empire	Airport	Towanda Barnes		Sidepath	Medium [IDOT]
Ethell	Normal border	Emerson	Bike Route wayfinding signage	Sidewalk	Medium
Fairway	Towanda	Empire	Bike Lanes (remove parking) or backup options		High
Fairway	Empire	Eastland	Bike Lanes (road diet)		High
Four Seasons	Oakland	Lincoln	Shared Lane Markings		Medium
Fox Creek	Danbury	Beich		Sidepath	High
Franklin	Normal border	Emerson	Shared Lane Markings		Medium
Franklin	Emerson	Beecher	Shared Lane Markings		High
Gridley	Wood	Oakland	Shared Lane Markings		High
Grove	Albert	Prairie	Shared Lane Markings		High
Grove	Robinson	State	Shared Lane Markings		High
Grove	State	Vale	Bike Lanes (remove parking) or backup options		High
Grove	Vale	Mercer	Bike Route wayfinding signage		High
Hickory/Koch	Lee	Bissell	Bike Route wayfinding signage		High
Hinshaw/Forrest	Cottage	Locust	Bike Route wayfinding signage		High
Hinshaw	Locust	Market	Bike Lanes		High [IDOT]
Hinshaw/Sheridan	Market	Stillwell	Bike Route wayfinding signage		High
IAA Dr	Vernon	Kurt		Sidepath	High
Interstate	Westgate	S-end		Sidepath	Medium
Ireland Grove	Dover	E of Bear Creek		Sidewalk	Medium
Ireland Grove	E of Bear Creek	Towanda Barnes	Paved Shoulders	Sidewalk or Sidepath	High
Jefferson	Const. Tr./Robinson	Colton	Bike Route wayfinding signage		Medium
Koch	Bissell	Lincoln	Bike Route wayfinding signage		High

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Lafayette	Center	Bunn		Sidewalk	Medium
Lafayette	Bunn	Morrissey		Finish Sidewalk	Medium
Lee	Emerson	Oakland	Shared Lane Markings		High
Lee	Oakland	Hickory	Bike Route wayfinding signage		High
Lincoln	Koch	Main	Bike Route wayfinding signage		Medium
Lincoln	Constitution Trail	Bunn	Bike Lanes (remove parking) or backup options		High
Lincoln	Bunn	Morrissey	Bike Lanes (remove continuous left-turn lane)		High
Lincoln	Morrissey	Mercer	Bike Lanes (remove parking) or backup options		High
Lincoln	Mercer	Hershey	Bike Lanes (road diet)		High
Lincoln (E-bd)	Main	Constitution Trail	Combined Bike/Parking Lane		High
Lincoln (W-bd)	Main	Constitution Trail	Shared Lane Markings		High
Locust	Western	Morris	Bike Lanes		Medium [IDOT]
Locust	Morris	Catherine	Buffered Bike Lanes		High [IDOT]
Locust	Catherine	Allin	Bike Lanes (remove continuous left-turn lane)		High [IDOT]
Locust	Colton	Towanda		Finish Sidewalks	High
Low	Wood	Bissell	Bike Route wayfinding signage		Medium
Madison	Locust	Olive	Buffered Bike Lanes (road diet)		High [IDOT]
Main	Center	Hamilton		Finish Sidewalks, (widen to sidepath)	High
Main	S of Woodrig	I-74	Better rumble strips	Sidewalk	Medium
Main	Normal border	Locust	Buffered Bike Lanes (road diet)		High [IDOT]
Main	Olive	Center	Buffered Bike Lanes (road diet)		High [IDOT]
Market	ML King Dr	Caroline		Bridge improvement	Medium [IDOT]
Mercer	Washington	Oakland	Paved Shoulders	Sidewalk	Medium
Mercer	Oakland	Lincoln	Bike Lanes (remove parking) or backup options	Sidewalk	Medium
Mercer	Lincoln	Ireland Grove	Bike Lanes (road diet)		High
Mercer	Ireland Grove	Hamilton		Add Sidepath	High
Miller	Alexander	Pancake	Bike Route wayfinding signage		Medium
ML King Dr	Cottage	White Oak	Bike Lanes (road diet)		Medium
Morris	Chestnut	Locust	Bike Route wayfinding signage		Medium
Morris	Veterans	Hamilton	Bike Lanes (remove parking and lower speed)		High
Morris	Hamilton	Witten Woods	Bike lanes (remove continuous left-turn lane)	Finish Sidewalk	Medium
Morrissey	Croxton	Lincoln		Sidepath	Medium [IDOT]
Morrissey	Lincoln	Hamilton		Sidepath	High [IDOT]
North Pointe	Fort Jesse	College	Bike Route wayfinding signage		Medium
Oakland	Regency	Four Seasons		Widen to sidepath	Medium

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Oakland/ Streid	Eddy	Const. Tr. /White Eagle		Sidepath	Medium
Pancake/ Wood	Miller	Barker	Bike Route wayfinding signage		Medium
Prairie	Front	Grove	Shared Lane Markings		High
Regency	Eastland	Oakland	Bike lanes (road diet)		High
Six Points	Alexander	Szaret		Sidepath	Medium
Six Points	Szaret	Springfield		Sidewalk	Medium
Six Points	Springfield	Morris		Sidepath	High
Springfield	Bissell	south end/ Forrest Park	Bike Route wayfinding signage		High
Springfield	Six Points	Fox Creek	Shared Lane Markings	Sidewalk	High
Stillwell	Sheridan	Washington	Shared Lane Markings		High
Streid	Constit. Tr. /White Eagle	Ireland Grove		Sidepath	Medium
Towanda	Locust	Washington		Finish Sidewalk	High
Towanda	Empire	Locust		Sidewalk	High
Towanda Barnes	Raab	Ireland Grove		Sidepath	High [County]
trail (by Ireland Grove)	Hershey	Brookstone		Trail	Medium
trail (by Oakwood)	College	Gen. Electric		Trail	Medium
trail	PJ Irvin Park	Miller Park		Trail	Medium
trail link	Interstate	Constitution Trail		Trail link	Medium
trail link	Washington	Constitution Trail		Trail link	High
trail link	Madison and Lafayette	Main and RT Dunn		Trail and sidepath	Medium
Vale	Oakland	Lincoln	Bike Route wayfinding signage		Medium
Vale	Grove	Oakland	Bike Route wayfinding signage		Medium
Veterans	College	Commerce		Sidepath	High [IDOT]
Veterans	Morris	Commerce		Bridge improvement	Medium [IDOT]
Washington	Mercer	Regency		Widen to sidepath	Medium
Western	Chestnut	Locust	Bike Route wayfinding signage		Medium
White Oak	Normal border	Locust	Paved Shoulders	Sidewalk or Sidepath	Medium [County]
Wood	Barker	Morris	Bike Route wayfinding signage		Medium
Wood	Center	Gridley	Shared Lane Markings		High
Wood	Morris	Center	Shared Lane Markings		High
Wylie	Normal border	IL9/Market		Finish sidewalks	High

Table 4.2. Recommended Projects - Low Priority

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Airport	Fort Jesse	College		Widen to sidepath	Low
Airport	Gen. Electric	Gill		Widen to sidepath	Low
Capodice	Woodrig	south end	Paved Shoulders		Low [County]
Cloud	McGregor	Vale	Bike Route signage		Low
College	Oakwood	Berrywood		Widen to sidepath	Low
Croxton	Indianapolis	McGregor	Bike Route signage		Low
Fort Jesse	Hershey	Kaisner		Sidepath	Low
Hamilton	Main	7th St		Widen to sidepath	Low
Hershey	Fort Jesse	Empire		Widen to sidepath	Low
Hershey	Oakland	Mockingbird		Widen to sidepath	Low
Hershey	Lincoln	Ireland Grove		Widen to sidepath	Low
Ireland Grove	Brookridge Park	Hershey		Width to sidepath	Low
Jefferson	Lee	Clinton	Shared Lane Markings		Low
Jefferson	Clinton	Const. Tr./ Robinson	Bike Route signage		Low
Jefferson	Colton	Towanda	Bike Route signage		Low
Madison	Olive	Lafayette	Bike Route signage		Low
Main	Hamilton	S of Woodrig		Widen to sidepath	Low
Meadows	Oakland	Maizefield	Bike Route signage		Low
ML King Dr	White Oak	Market		Width to sidepath	Low
Morrissey	Hamilton	Woodrig		Sidepath	Low [IDOT]
O'Connell	Maizefield	Croxton	Bike Route signage		Low
Olive	Madison	Main	Shared Lane Markings		Low
State	Grove	Oakland	Bike Route signage		Low
State	Washington	Grove	Shared Lane Markings		Low
Towanda	Vernon	Jersey		Widen to sidepath	Low [Normal]
Towanda	Jersey	Fairway		Widen to sidepath	Low
Towanda	Fairway	Empire		Sidewalk	Low
Washington	Nord	Bloomington Heights	Paved Shoulders		Low [Twsp]
Washington	Brown	RR W of Morris		Finish sidewalk	Low

Trail Crossings

The various stems of the Constitution Trail system intersect many streets in Bloomington. Trail overpasses and underpasses provide safe grade separations from some of the busiest roads, including Emerson, Washington, and Oakland; Veterans and Hershey; and Main and Center. At-grade crossings are well-marked with the higher-visibility continental style of crosswalk and usually with accompanying W11-1 Bicycle Warning and W16-7p diagonal downward pointing arrow signs.



Figure 4.6.
W11-15 and
W16-7p signs.

A minor suggestion is to switch the crossing location standard from W11-1 to the W11-15 combined Bicycle/Pedestrian sign. Both this and the W16-7p sign should be in the brighter FYG (fluorescent yellow-green) color.

For busier roads, it is recommended to also use the W11-15 (or W11-1) sign with “Trail X-ing” W11-15P and “Ahead” W16-9p supplement plaques in advance of the crossing. Bicycle crossing pavement markings are also possible. Details are provided in the AASHTO bike guide (2012)’s Figure 5-19, and MUTCD Table 2C-4.

A menu of more effective options exists for various situations:

- Crosswalks on raised speed tables, for lower volume and speed roads
- Curb extensions, for lower speed roads with significant on-street parallel parking
- Median refuge islands, which lower the crash rate by 40%
- Advance stoplines, to reduce multiple-threat crashes at multilane roads
- (Where warrants are met) Pedestrian Hybrid Beacon (aka “HAWK”) traffic signals, activated by pedestrians and bicyclists
- (Where warrants are met) Rectangular Rapid Flashing Beacon (RRFB) signs, with either ped and cyclist activation or automatic detection. RRFB vehicular stopping rates approach that of HAWK signals, but at a much lower cost. For use with W11-2 Pedestrian Crossing sign.
- Trail grade separations of other busy roads, if feasible

In all cases, trail crossings shall meet ADA requirements, with features including detectable warnings.

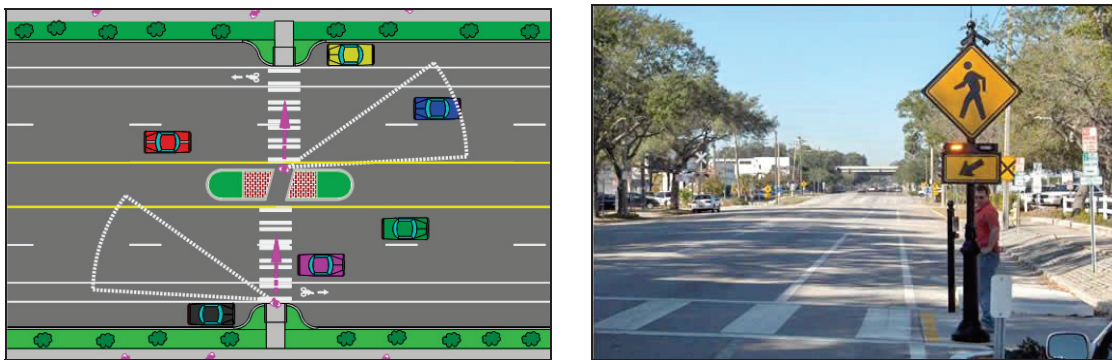


Figure 4.7. Left – median refuge island (courtesy Pedestrian Bicycle Information Center). Right – Rapid Rectangular Flashing Beacon (courtesy FHWA).

Rectangular Rapid Flashing Beacons are recommended to be added to Constitution Trail crossings at IDOT's Empire and Locust Streets and at the City's Oakland-Macarthur Avenues – with Grove Street as a lower priority. A raised median island could be added at Oakland-Macarthur where there is now a painted median.

To shorten crossing distance, curb extensions (aka “bulb-outs”) could be added where on-street parking is allowed on the south side of Empire's crossing and the north side of Grove.



Figure 4.8. Trail underpass of Hershey Road.

The Constitution Trail's crossing of Airport at General Electric was mentioned as a concern by the public. An underpass similar to the one at Hershey's would be ideal but may not be feasible due to the building on the northeast corner.

Similarly, if safety problems justify it, the Constitution Trail's crossing of Euclid could be brought closer to Washington during an intersection reconstruction.

Where trail bollards are used, one center bollard is recommended over two. Locations now with two bollards include the north side of the Oakland-Macarthur crossing and the east side of Airport's.

Finally, wherever possible, **short trail links** should be provided to increase utility and access to the Constitution Trail system. Examples include links from the trail on the south side of Washington Street to both Stillwell and Caroline Streets.

Trail Usage Signage and Striping

This section presents reference guidelines for consideration for the City's off-road trails.

In 1999, the State's Interagency Bikeways Council Working Group adopted the following recommended trail signage text to encourage better sharing of multi-use trails:

- All users keep right
- Pass on the left
- Announce intentions to pass
- Move off trail when stopped

This standard text may be used on signs installed at a few key trail locations.

Also, centerline striping can further enhance sharing of a trail. The AASHTO bike guide says:

“A 4 to 6 in. wide, yellow centerline stripe may be used to separate opposite directions of travel where passing is inadvisable. The stripe should be dotted where there is adequate passing sight distance, and solid in locations where passing by path users should be discouraged,”

such as:

- *For pathways with heavy user volumes*
- *On curves with restricted sight distance, or design speeds less than 14 mph*
- *On unlit paths where nighttime riding is not prohibited.*

In addition, “A solid yellow centerline stripe may be used on the approach to intersections to discourage passing on the approach and departure of an intersection. If used, the centerline should be striped solid up to the stopping sight distance from edge of sidewalk.... A consistent approach to intersection striping can help to raise awareness of intersections.”

Traffic Signals for Bicycle Actuation Study

An advantage of using collector streets in a bikeway network is that these roads usually have traffic signals to aid in crossing busier, arterial roads. There is a strong possibility that these stoplights are demand-actuated for those traveling on the collectors. Bicycles must be able to actuate the traffic signals’ detectors – otherwise the routes become less useful to the network.

It is recommended that the demand-actuated signals slated for the routes of the bikeway network be field-tested for bicycle actuation. Chapter 2 lists some possible remedies.

Bikeway Wayfinding Signage

The recommended bicycle network includes a variety of on-road and off-road bikeway types. For each of these, network signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to significant destinations
- Helping to overcome a “barrier to entry” for people who do not bicycle much but who want to get started
- Alerting motorists to expect bicyclists on the route

It is recommended that Bloomington collaborate with Normal to adopt wayfinding conventions consistent with Section 4.11 of the 2012 AASHTO bike guide (see Figure 4.9). In general, signs should be placed where a route turns at an intersection, crosses another route, and crosses major intersections. Confirmation signs should be placed periodically, too.

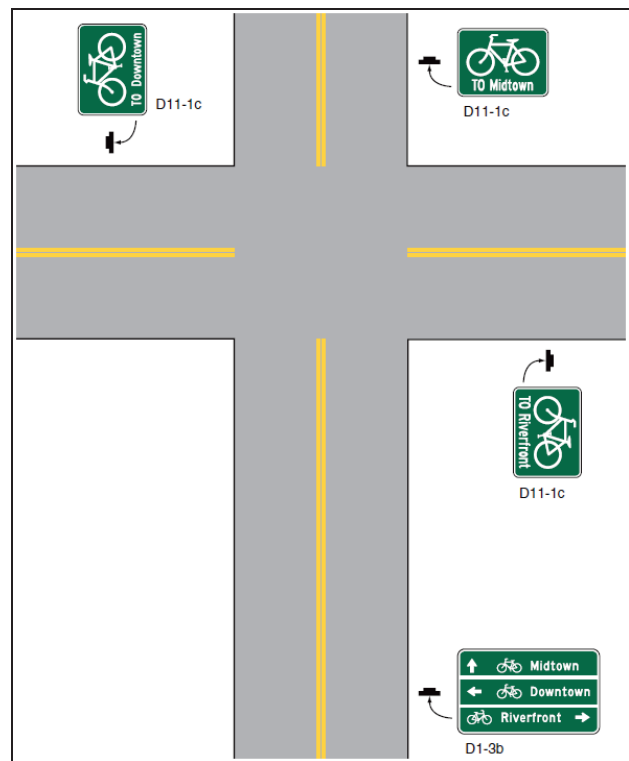


Figure 4.9. Example of wayfinding signage.

Ideally, wayfinding signage would be installed for the entire Bloomington bikeway network, during the same time period. However, if priorities must be set, or if phasing will be done, then a suggested order or prioritization is as follows:

1. Trails on their own rights-of way, especially trails with confusing decision points
2. On-road bikeway sections implemented by that time
3. Sidepaths along major roads

Finally, Des Plaines provides an interesting example to consider: proposed 7.5" X 4" stickers on the backs of their bikeway wayfinding signs. The city's bicycle webpage and corresponding QR code are listed. The webpage has background information – and bikeway maps.



Figure 4.10. DesPlaines QR code sticker.

Other Agencies

This plan includes the following **connections with the Town of Normal's** bike plan:

- White Oak Road (McLean County Highway Department) – paved shoulders, plus sidewalk or sidepath
- Cottage Avenue road diet with bike lanes
- Franklin Street north to nearby Normal bikeways
- Jersey Avenue bike lanes (existing)
- Sidepaths along Towanda Avenue, Hershey Road, and Airport Road

While not shown in the maps or project list, the City should look for **rail-to-trail** (rail abandonment) or **rail-with-trail** (trail along active railroad) opportunities, in partnership with the appropriate railroads. An example is the railroad corridor extending southeast to Capodice Road and Downs from Bunn Street.

The City should work closely with IDOT and McLean County Highway Department to identify opportunities to improve roadways as part of new, reconstruction and maintenance projects. Each road occasionally has to be maintained, and sometimes intersection or expansion projects are done. These are the most cost-efficient opportunities to also make improvements (as needed) for those walking and biking. Specific suggestions from this plan:

Veterans Parkway Crossings. A recurring theme and need expressed during the plan's public input was safer bicycle crossings of Veterans Parkway. At present, there is one designated grade-separated crossing, a Constitution Trail underpass by General Electric Road. Bunn Street's tunnel is narrow and uncomfortable for most (a BLOS score of low-C) and Main Street has only a sidewalk on one side. Most (but not all) of the at-grade crossings have sidewalk pedestrian crossings with right-corner and median islands at most (but not all) intersection faces. Some relatively quieter roads that are good candidates for on-road bikeways away from Veterans have multiple turn lanes and narrower lane widths at Veterans – causing a lower level of accommodation at the intersection. Examples are Clearwater, Jackson, Lincoln, and Mercer.

A two-pronged approach to crossing Veterans Parkway is recommended:

1. Seek to provide grade-separated crossings every two miles or so. Investigate engineering feasibility for an underpass or overpass somewhere between Eastland Drive and Lincoln Street. Also, implement the Constitution Trail extension along the railroad easement from Lincoln/Clayton, under Veterans, to Bunn. If the grading permits it now or in the future, implement the plan recommendation to complete Main's sidewalks, widening to sidepath width on one side.
2. Any Veterans Parkway project that includes resurfacing of cross streets in their intersection functional areas should study striping reconfiguration and lane narrowing for bike lanes (regular or green bike lanes), combined bike lane/turn lanes (Shared Lane Markings in right turn lanes), or other FHWA-accepted treatments. If such improvements are not possible during resurfacing, reconstruction of Veterans should add cross street pavement width to allow for bike lanes.

Bikeways On or Along IDOT Roads. In addition to Veterans Parkway crossings, other specific plan recommendations relevant to IDOT roads are detailed in Appendix 4 and include:

- Business US 51 (Center/Madison to Olive, and Main/East) one-way couplet – restripe to add bike lanes, usually buffered bike lanes and usually with a “road diet” reduction in the number of lanes. South of the couplet, add sidewalks, widen to sidepath width, and use IDOT’s new, narrower rumble strip standard with longitudinal gaps for bicyclists.
- Empire – finish sidewalks between Colton and Towanda; add sidepath and/or sidewalk between Towanda and Towanda-Barnes
- Locust – bike lanes between Western and Allin; finish sidewalks Colton to Towanda
- Market – accommodations added during future Sugar Creek bridge reconstruction
- Hinshaw – bike lanes between Locust and Market
- Lee – shared lane markings between Empire and Locust
- Morrissey – sidepath between Croxton and Woodrig
- Veterans – sidepath on one side, sidewalk on the other

In addition to the list above, any IDOT road improvement in Bloomington should be considered for possible improvements in bicycle and pedestrian accommodation. Of particular importance will be bridge reconstruction projects – as bridges are often barrier to bike/ped travel.

Recommendations in this plan for IDOT roadways will be reviewed and given consideration when completing the Bicycle Travel Assessment of the Phase 1 design process for each project. Any bikeways on state routes will have to meet IDOT design policies including geometric and capacity impacts. Accommodations stated in the plan are not necessarily projects IDOT has scheduled in the near or long term.

Bikeways On or Along County Roads. Specific plan recommendations relevant to McLean County Highway Department roads include:

- White Oak – pave shoulders; add sidewalk or sidepath
- Towanda-Barnes – add sidepath on west side
- Capodice – pave shoulders

Installation of these bike facilities will be dependent on funding. The County Highway Department is currently focusing its funding and bike facilities on the Route 66 Trail, below.

Bikeways On or Along Township Roads. The plan recommends the addition of paved shoulders to two township-maintained segments of Washington and Bunn. Several other township roads are slated for “future complete streets” improvements. These projects will not be implemented until the City grows to a point that the potential exists for jurisdictional transfer of the roadways to the City.

Route 66 Trail

Illinois’ Route 66 Trail is an evolving Chicago-to-St. Louis bicycle route consisting of on-road sections and off-road trails. Initiated by the Illinois Department of Natural Resources, the route is a collaborative effort by numerous local and state agencies and other partners. McLean County has been very active in improving the route through the Bloomington-Normal area. One such project is a sidepath constructed along Beich Road from Fox Creek Road to Shirley.



Figure 4.11. Route 66 Trail sign.

The Route 66 Trail User’s Guide, First Edition, published by the League of Illinois Bicyclists in 2006, specifies an “interim route” adopted by the Route 66 Trail Executive Committee as the preferred route at that time. Segments through Bloomington include:

- Constitution Trail (main stem) south from Normal
- Grove Street west to Robinson Avenue, then 0.1 mile south
- Olive Street 0.9 mile west
- Constitution Trail 1.8 miles west
- Nord Lane/Rabbit Hill Road 1.8 miles south and west
- Six Points Road 0.6 mile east
- Oakland Avenue 0.6 mile southwest
- Fox Creek Rd / 1050N southwest toward Shirley

The new route to be used after implementation of this plan’s recommendations shall be:

- Constitution Trail (main stem) south from Normal
- Grove Street west to Robinson Avenue, then 0.1 mile north
- Front Street 0.8 mile west
- Lee Street 0.5 mile south
- Wood Street 0.15 mile west
- Low Street/Springfield Road 0.7 mile southwest to road’s dead end
- Trail 0.25 mile southwest to Morris/Six Points, then 0.1 mile west
- Springfield Road 0.85 mile southwest
- Fox Creek Road sidepath 0.4 mile west
- Beich Road sidepath southwest toward Shirley

5 Other Recommendations

Introduction

Engineering improvements to the physical environment for cycling should be accompanied by work in the “other E’s”: Education, Encouragement and Enforcement. The recommendations below will raise awareness of new facilities and motivate more people to safely and comfortably bike in Bloomington. Bicycle Parking is treated as a separate category, given the breadth of the topic and its relationship to both engineering and encouragement.

Bicycle Parking

Secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a solid bike rack in a prime location. It is recommended that the City address bike parking by adopting a development ordinance requirement and by retrofitting racks at strategic locations in town.

General bicycle parking considerations are covered below. For more details, consult *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, at www.apbp.org.

Style: A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the inverted “U” (two bikes, around \$150-300) and “post and loop.” The preferred option for multiple spaces is a series of inverted “U” racks, situated parallel to one another. These can be installed as individual racks or as a series of racks connected at the base, which is less expensive and easier to install and move, if needed. See Figure 5.1.

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (Figure 5.2). Securing both the wheel and frame is difficult, and bicycles are not well supported, sometimes resulting in bent rims.

Locations: The best locations for bike parking are near main building entrances, conveniently located, highly visible, lit at night, and—when possible—protected from the weather. When placing a bicycle rack in the public right-of-way or in a parking lot, it should be removed from

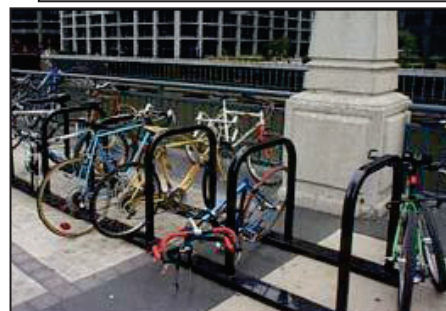


Figure 5.1. Inverted U, single (top) and in a series (bottom).

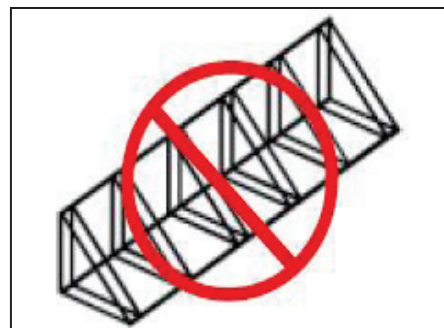


Figure 5.2. “Schoolyard” rack, not recommended.

the natural flow of pedestrians, avoiding the curb and area adjacent to crosswalks. Racks should be installed a minimum of 6 feet from other street furniture and placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters.

The installation recommendations below are from the Kane County Bicycle & Pedestrian Plan:

- Anchor racks into a hard surface
- Install racks a minimum of 24" from a parallel wall
- Install 30" from a perpendicular wall (as measured to the closest inverted U.)
- Allow at least 24" beside each parked bicycle for user access, although adjacent bicycles may share this access.
- Provide a 6' aisle from the front or rear of a bicycle parked for access to the facility.

Ordinances: Ideally, all multi-family and non-residential buildings should provide bike parking. A simple ordinance may call for one bike parking space for every 10 or 20 required car spaces, with a minimum of two spaces. The City of Naperville has a very good ordinance



Figure 5.3. Bike rack at Illinois Wesleyan University.

(Section 6-9-7) specifying bike rack standards and a detailed list of required spaces per land use. Most uses call for 5% of car spaces, with higher amounts for multi-family dwellings, schools, recreation facilities, etc. For suggestions on bike parking requirements according to land use type, consult the APBP bicycle parking guide referenced above.

The bicycle parking section in the City of Champaign's zoning ordinance (Section 37-376 to 37-379) not only specifies amount of bike parking per land use, but also bike rack type and general requirements for on-site location.

Other Retrofits: Retrofit bike parking is recommended in places of latent demand, including public buildings, recreation facilities, and commercial centers. Local bicycle groups should be tasked with providing suggestions. Note that retrofitting racks on commercial properties and other private property will require cooperation from the property managers.

Education

There is a big educational gap – for both bicyclists and motorists – on how to legally and properly share the road. The result: avoidable crashes, too many people afraid to bike, and lots of anger and resentment. Education of both road user types is crucial to improving real and perceived bicycling safety in Bloomington. Investing some resources on public outreach and education would greatly leverage the City's infrastructure investment.

Many of the safety resources listed below are free, except for the time to get and use them. Much of this time could come from volunteers.

Bicyclists: Many people are afraid to bike, or bike only on off-road trails, because of their concern about safety. Improving education can lessen these concerns and instill the skills and confidence to bike to more places around town more safely.

The following safety materials could be distributed through schools and PTAs, at public places such as City Hall and the library, and on the City's and park department's websites:

- *Bicycle Rules of the Road*, a free guide from the Illinois Secretary of State: www.cyberdriveillinois.com/publications/pdf_publications/dsd_a143.pdf
- *Bike Safety*, a free brochure from the Illinois State Police: www.isp.state.il.us/docs/5-035.pdf
- Friends of the Constitution Trail's Bloomington-Normal bicycle map, with bike safety information on the back: www.constitutiontrail.org/Resources/Con_Trail_Map.pdf
- League of Illinois Bicyclists' (LIB) single-page summaries for children and their parents. www.bikelib.org/safety-education/kids/bike-safety-sheet
- Illinois Bicycle Law cards, free from LIB. Relevant state laws, folds to business-card size. www.bikelib.org/wp-content/uploads/2013/02/BikeLawCard2013.pdf
- LIB offers free bike safety articles for newspapers, City newsletters and websites, and other municipal outreach. www.bikelib.org/other-advocacy/news-columns

In addition, the region has a network of bicycle safety instructors, nationally-certified by the League of American Bicyclists, to teach a menu of classes for children and adults. These classes – or training of new instructors – could be conducted in Bloomington. Details are at www.chicagobicycle.org and www.bikeleague.org/bfa/search/list?bfaq=illinois#education.

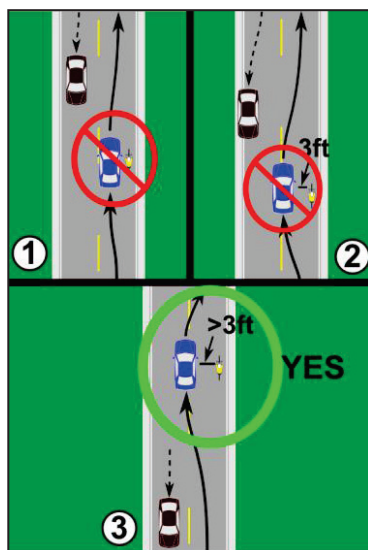


Figure 5.4. Motorist Quiz at www.bikesafetyquiz.com.

A new, online interactive resource on relevant laws and safety techniques is LIB's www.bikesafetyquiz.com. Concise quiz-based lessons are freely available for Adult Bicyclists, Child Bicyclists, and Motorists. Besides individual use, the application has functionality for easy use by schools, driver education programs, scouts, YMCAs, and more.

If needed, grant funding for grades K-8 education programs may be available from the Illinois Safe Routes to School program. See Appendix 5 for details.

Motorists: Drivers not trained on car-bike interactions are much more likely to make mistakes that are dangerous to people on bikes. The following safety resources are available from LIB, for driver education programs and existing motorists:

- The "Motorist Quiz" in the www.bikesafetyquiz.com resource mentioned above.
- "Share the Road: Same Road, Same Rights, Same Rules",

a 7-minute video seen at www.bikelib.org/safety-education/motorists/driver-education and available as a DVD

- Motorist-relevant articles among the bike safety articles mentioned above.

The plan recommends that local high schools and private driver education programs be encouraged to use www.bikesafetyquiz.com and/or the video and its accompanying lesson. Both resources could be added to the City website. During warmer months, the video could be shown on the local cable channel and the articles could be published for residents.

Enforcement

A vital component of a safe bicycling environment is enforcement with education to reduce common car-bike collision types.

According to Illinois law, bicyclists have both the rights and responsibilities of other vehicle users. Many cyclists do not know about the law as it applies to bikes and how following the law leads to safe cycling. Other cyclists ignore the law while riding in traffic, not only creating dangerous situations but also causing motorist resentment toward other cyclists trying to share the road safely.

Police are encouraged to stop cyclists if the situation dictates, to educate, issue warning citations, or issue tickets. Changing their behavior could save their lives. The aforementioned Illinois bike law cards are available from LIB. Also, LIB has piloted a bicycle ticket diversion program in Champaign, Urbana, and Highland Park. To reduce a ticket to a warning, offenders take the Adult Bicyclist quiz at www.bikesafetyquiz.com, emailing their completion certificate to the police department. This has been received well and is suitable for Bloomington, too.

In a car-bike crash, the motor vehicle does the most damage. Some aggressive motorists intentionally harass cyclists, while others simply don't know how to avoid common crash types. As with cyclists, police are encouraged to stop motorists if needed, to educate, issue warnings, or issue tickets. An annually-conducted, brief but well-publicized targeted enforcement campaign (aka "sting") can raise community awareness about particular problem issues. Warning tickets would be issued, along with instructions to complete the appropriate www.bikesafetyquiz.com lesson.

Officers are encouraged to learn or refresh their own knowledge on the common crash types through completion of the Motorist and Adult Bicyclist quiz lessons.

Finally, police might consider replicating an earlier Hoffman Estates "bike safety kit" program. There, the police regularly noticed 50-60 mostly low-income workers, relying on their bicycles for year-round transportation to their jobs. These residents, riding at dark on busy roads, were often at risk due to a lack of bike lights and reflective clothing. Officers distributed a kit of these items when they witnessed a cyclist in that situation. This low-cost program was a much-appreciated success that could be duplicated here.

Encouragement

Suggestions for encouraging visitors or residents to explore Bloomington by bicycle include:

- Distribute the Friends of the Constitution Trail's Bloomington-Normal bicycle map – showing the trail, preferred road routes, and bicycle safety information – at public buildings and during events.
- Proclaim the City's observance of National Bike Month, Week, or Day. As part of the event, challenge residents to do the www.bikesafetyquiz.com. Have the Mayor lead by example, holding his own certificates of completion from the Adult Bicyclist and Motorist quizzes in a press release photo publicizing the event.
- On Bike to Work Day, encourage bicycling to work, errands, or other destinations. Offer token incentives, such as refreshments at City Hall or coupons for ice cream.
- Work with the school districts to observe National Bike to School Day, in early May.
- Promote Bloomington as being bicycle-friendly in the City's advertising.

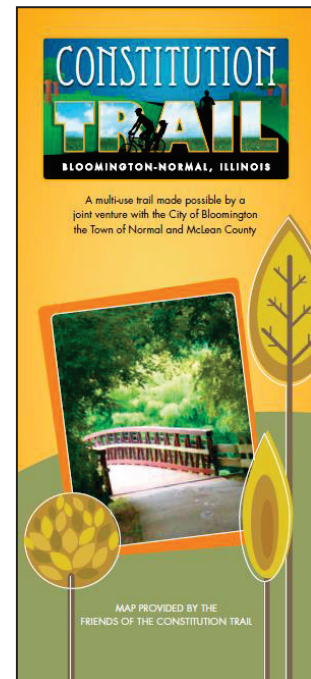


Figure 5.5. Bloomington-Normal bicycle map.

6 Plan Implementation

Introduction

A key recommendation of this plan is to develop a way to ensure its implementation. Continued progress will require a commitment of time and financial resources over many years. Little by little, project by project, the City of Bloomington will become even more bike-friendly.

Multi-Year Work Plan

This plan recommends a variety of strategies, from adopting policies to coordinating with other agencies, to quickly implementing “high priority, ready to go” projects. One of the first steps of plan implementation should be to go through the listed recommendations and draft a five year work plan. Some projects may be components of larger road projects in Bloomington’s Capital Improvement Program. Others may be stand-alone retrofit projects. Projects that do not get completed on a given year move into a future year’s work plan. Dividing plan implementation across a span of years makes it more manageable, especially in terms of funding.

Implementation Funding

Recommendations in this plan range from low-cost improvements to major capital investments. Project costs depend on myriad factors. It is usually most cost effective to address bicycling improvements as part of larger projects, instead of retrofitting. Estimates for projects are below.

- **Trail or Sidepath:** The cost of developing trails varies according to land acquisition costs, new structures needed, the type of trail surface, the width of the trail, and the facilities that are provided for trail users. Construction costs alone can run \$125,000 per mile for a soft surface trail to \$2,000,000 or more per mile in an urban area for a paved trail.
- **Bike Lanes (and Combined Bike/Parking Lanes):** The cost of installing a bike lane is approximately \$15,000 to \$250,000 per mile, depending on the condition of the pavement, the need to remove and repaint the lane lines, the need to adjust signalization, and other factors. It is most cost efficient to create bicycle lanes during street reconstruction, street resurfacing, or at the time of original construction. Note that the high end estimate includes resurfacing of that portion of the existing pavement used for bike lanes.
- **Signed Bike Routes and Shared Lane Markings:** Signs and pavement stencils, at an estimated \$10,000 to \$25,000 per mile, are even less expensive than designated bike lanes. Again, shared lane markings can be done with other roadwork, while sign installation can be done at any time.
- **Maintenance:** In addition to initial costs of bikeways, maintenance costs are ongoing.

These may be funded in a number of ways. First, the City of Bloomington may dedicate an annual budget for a bicycle implementation program. If needed, one strategy may entail a smaller first year budget for the highest priority projects, as a way to build momentum for following years.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added.



Figure 6.1. Bike parked by courthouse.

Other opportunities include road projects by the City, McLean County, or State. Addressing intersection improvements, bikeways, and sidewalks as part of a larger road project is substantially cheaper and easier than retrofitting. Even resurfacing work can be used to add on-road bikeway striping. In fact, it is likely that resurfacing projects will be a major component of plan implementation.

Finally, outside government funding sources can be used for bikeway retrofit projects. A number of state and federal grant programs are available and summarized in Appendix 5.

Technical Resources and Training

City staff should have access to up-to-date resources to help with the details of design and implementation. In addition to including the printed resources below in the City planner's and engineer's library, seek out opportunities to participate in webinars and workshops on best practices. Not only do these events provide useful information, they are an opportunity to interact with other planners and engineers grappling with similar issues.

Manuals and Guidelines:

- *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition, 2012. Available at www.transportation.org
- *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, 2010, available at www.apbp.org.
- *NACTO Urban Bikeway Design Guide*. Online at www.nacto.org.
- *Manual on Uniform Traffic Control Devices*. Online at mutcd.fhwa.dot.gov.

Websites and Professional Organizations:

- The Pedestrian and Bicycle Information Center: Offers a wealth of information on engineering, encouragement, education and enforcement, including archived webinars and quarterly newsletters: www.pedbikeinfo.org

- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources and an online forum for exchanging questions and ideas.
www.apbp.org
- League of Illinois Bicyclists: A planning and advocacy resource, with many on-line materials focused on best practices nationally as well as issues unique to Illinois:
www.bikelib.org

Annual Evaluation

Another way to keep up momentum and public support is to plan for a yearly evaluation (often called the fifth “E”) and celebration of plan progress. For example, publish a yearly plan status report in conjunction with a ribbon cutting ceremony or community event, Bike to Work Day or Bike to School Day, a community bike ride, or other event. This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Also, consider updating this plan every 5-10 years to reflect progress and reevaluate priorities.

Future Plan Update Consideration Topic

While not a specific recommendation of this first bicycle plan, a potential goal of future plan updates could be official designation as a “Bicycle Friendly Community” (BFC). This national League of American Bicyclists award program has Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond gradations. The program comprehensively assesses a community based on Engineering, Education, Enforcement, Encouragement, and Evaluation. Appendix 6 is an infographic summarizing how Bronze and higher communities have fared in key criteria.

Winning designation is not easy. In fact, the only Bronze or higher BFCs in Illinois are Schaumburg, Naperville, Normal, Champaign, Batavia and Elmhurst (Bronze); Chicago and Evanston (Silver); and Urbana (Gold). However, the recommendations in this plan encompass most of the award criteria. Whether or not BFC designation becomes an official City goal will be determined in the future by City Council priorities, staffing levels, and implementation progress of the current plan.

The League of Illinois Bicyclists, a longtime observer of and “local reviewer” for the BFC program, believes that Bloomington could achieve the Bronze level within 3-4 years. In addition to recently-designated on-road bikeways, Bloomington already has the impressive Constitution Trail system as the highlight of its bicycle-related accomplishments. However, this alone historically has not been enough to win Bronze or higher. LIB suggests that Bronze status could be achieved with steps such as:



Figure 6.2.. Bicycle Friendly Community sign.

- Adopting this plan, officially naming a Bicycle/Pedestrian Coordinator, and creating a Bicycle (or Bicycle/Pedestrian) Advisory Commission – described next.
- Adopting a Complete Streets policy and/or bike parking ordinance.
- Implementing several more high-priority segments of on-road bikeways, especially bike lane sections.
- Implementing at least two of the Education recommendations from this plan.
- Implementing at least one of the Enforcement recommendations from this plan.
- Proclaiming Bike to Work Day, Week, or Month, with some accompanying public educational outreach.

Bicycle groups, or members of a possible Bicycle and Pedestrian Advisory Commission, could lead several of these efforts.

Bicycle and Pedestrian Advisory Commission and Coordinator:

Perhaps the most important implementation tool is time. A key factor in achieving Bicycle Friendly Community designation is the dedication a staff member's time as the Bicycle and Pedestrian Coordinator. Such coordinators work on plan implementation and other active transportation issues. Also, a coordinator regularly collaborates with other staff and relevant agencies to ensure their work conforms to the goals of a City's bike plan. Routine review of development plans and road project designs is a prime example.

Similarly, BFC-designated municipalities usually have established an ongoing Bicycle and Pedestrian Advisory Commission (BPAC), reporting to the Plan Commission or directly to their city administrator/mayor's office. Volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage the staff time investment of the Bicycle/Pedestrian Coordinator, who would serve as the lead staff liaison to the BPAC. Usually, BPACs focus more heavily on bicycle than pedestrian issues. However, there would be much overlap in Bloomington, particularly with its Constitution Trail network.

BPAC membership should be limited to roughly 8 residents, consisting of at least 4-5 bicyclists ranging in experience. Should Bloomington's council create a BPAC, some members could come from the Steering Committee, the bike plan's March 18, 2014, public brainstorming meeting, and/or the City's organized bike-related groups: Bike BloNo, McLean County Wheelers, and Friends of the Constitution Trail. If these individuals lack interest in pedestrian-only issues, too, then at least 1-2 members should specifically represent these topics. Ideally, the residents who volunteer for BPAC should have some relevant, specialized expertise – and/or be willing to work on tasks outside of the meetings.

Other BPAC members usually come from other city departments (police, public works, parks and recreation, planning and zoning, economic development) or relevant agencies (such as a school district). However, it may be best for these departments and agencies to name representatives as "ex-officio" members, attending only when relevant topics are discussed. Meetings should be held every one, two, or three months, depending on level of activity.

A basic function of a BPAC is to routinely be given the opportunity to provide input into these city processes:

- Capital Improvement Program – How can designs of the CIP’s road projects and other capital projects implement bicycle plan recommendations or otherwise impact bicycling (and walking) positively? Also, the BPAC should propose stand-alone bike and/or pedestrian projects as priorities for the next CIP, each year.
- Site design and other development review – Provide bicycle and pedestrian perspective to the plan commission’s review of new development or redevelopment projects.
- Maintenance – The BPAC should periodically review conditions on their city’s bikeway system and make prioritized maintenance recommendations.

In addition, BPAC members should be empowered to work on several one-time and ongoing recommendations from this plan and other efforts. Examples include:

- Prioritize specific locations where bicycle parking is needed.
- Prioritize bikeways needing wayfinding signage and specifying destination content for each sign based on general guidelines from this plan.
- “Field test” demand-actuated traffic signals along the planned bikeway network, to determine and prioritize where bicycle-actuation improvements are needed.
- Bring or apply a variety of available education, enforcement, and outreach resources – such as those detailed earlier in the plan – to their city.
- Act as volunteer “bicycle ambassadors” at community events.
- Lead bike-related events, such as Bike to Work Day/Week/Month or Bike to School Day.
- Put together Safe Routes to School programming and grant applications
- Head the effort to win national Bicycle Friendly Community designation, including filling out the application and strategizing which areas need improvement.

If such a commission is formed, it is strongly recommended that each member be given “ownership” of at least one topic or effort. This would keep members energized and ensure the commission is a net positive in City time investment.

Appendix 1

Bloomington Bicycle Plan

Steering Committee

STEERING COMMITTEE

Tari Renner – Mayor

Scott Black – Alderman

Karen Schmidt – Alderman

Jim Karch, P.E. CFM – Director of Public Works

Kevin Kothe, P.E. – City Engineer

Bob Yehl, P.E. – Assistant City Engineer

Vasudha Pinnsmaraju – Executive Director, McLean County Regional Planning Commission

Mark Woolard – City Planner

Justine Robinson – Economic Development Coordinator

Michael Gorman – Illinois Wesleyan University

Marisa Brooks – McLean County Wellness Coalition

Caryn Davis – Bike BloNo

Julian Westerhout – McLean County Wheelers

Mike Kerber – Friends of the Constitution Trail

Ed Barsotti, Consultant – League of Illinois Bicyclists

Appendix 2

Public Brainstorming Workshop Results

On March 18, 2014, a “Public Brainstorming Workshop” was attended by over 90 residents. The purposes of the workshop included:

- Gather local resident knowledge on biking needs
- Prioritize road corridors and other routes to study for potential improvements
- Build community support for the plan and its implementation.

Each attendee marked individual maps with suggested “routes to study” for improvements. The map at the end of Appendix 2 shows the results of this input, with each recommended segment color-coded by the number of participants suggesting that it be considered.

A group exercise followed in which top priorities of tables from three geographic regions of the City were discussed and reported. These include:

Table 1, West Side (west of Main Street):

- Bloomington Heights Road – this will enable the trail to be connected to Walmart and the adjacent commerce.
- Morris Avenue in its entirety – north to south. There is nothing major north and south, and Morris might be best.
- Sugar Creek branch of the trail. Currently you have to ride along the creek bank. Adelaide west to White Oak Park and straight to O’Neil. Or, add a leg to Graham.
- Springfield Road from Forrest Park to Bissell, south on Wright and to Lincoln.
- Explore Allin Street through the near west side. Consider Safe Routes to School funds to connect with schools.

Table 2, West Side (west of Main Street):

- Fox Creek Road roadway and bridge over the railroad. This will allow connection to the west side of the City.
- Greenwood frontage road and connect that into Springfield Road idea and onto the north utilizing Lee Street.
- Bloomington Heights Road – this will enable the trail to be connected to Walmart and the adjacent commerce.
- Some kind of connection along Seminary/Emerson (Cottage Avenue / White Oak Park to Linden) to the suggested Lee Street corridor.
- Connect White Oak Park into existing trail. South from White Oak Park using Cottage, Blackstone, Hinshaw, Sheridan and Stillwell. It was noted that Gas Avenue is closed and redirection (zig zag) is required.

Table 1, Central Section (east of Main Street, west of Veterans Parkway):

- Washington Street thoroughfare between Beer Nuts / Constitution Trail and Veterans. Potentially use bike lanes in this street segment.
- Lincoln Street as a southern east-west – connecting different segments of the trail that currently exist.
- Mercer Avenue – going north and south. Washington south to Hamilton Road trail. Good route for commuters to State Farm. Intersection where Mercer crosses Veterans.
- Towanda Avenue – Washington all the way north through Bloomington and Normal. Cars are too fast. Major intersection issues at Empire Street and GE Road.

Table 2, Central Section (east of Main Street, west of Veterans Parkway):

- We also picked Lincoln Street and Washington Street for bike lanes or bikeways. Both are wide enough and both cross Veterans. The two locations may be the best places to cross Veterans.
- Picked Vale from Lincoln to Washington. Washington Street from Veterans west to and past BJHS and onto Colton.
- Find a crossing across Center and Main. Could be Walnut Street or Chestnut Street. Getting people from Center portion of the City to the West.
- Finish the trail on Hamilton Road – Bunn Street to Commerce Parkway.

Table 3, Central Section (east of Main Street, west of Veterans Parkway):

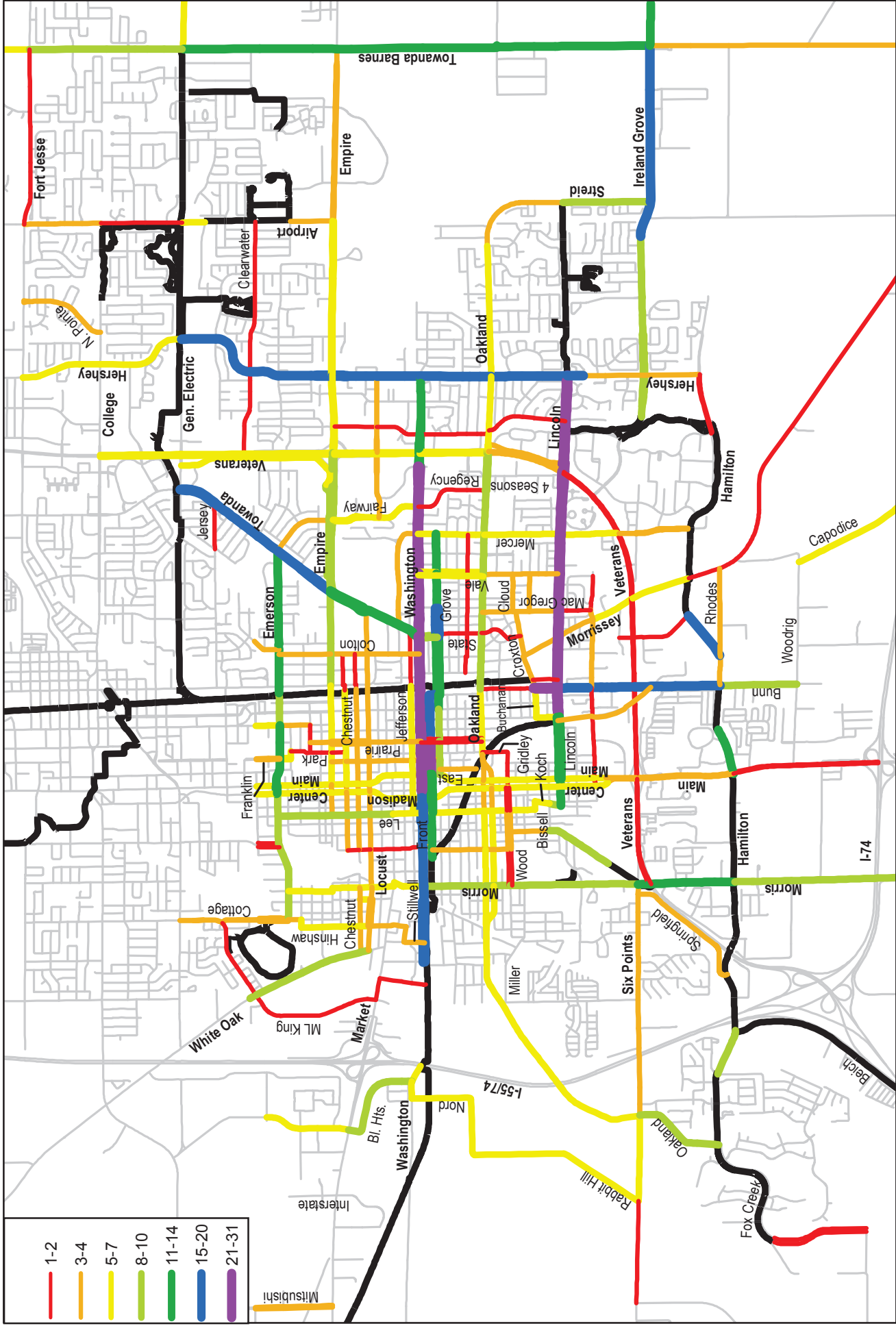
- Not much left to add after last group. Southern end of trail connecting southern western and eastern part of trail.
- Focusing on bicycle infrastructure (signs, bike parking) in downtown including historic sites so people have an easy and clear way to connect. Gives people somewhere to go.
- Towanda Avenue – Washington all the way north through Bloomington and Normal.

Table 1, East Side (east of Veterans Parkway):

- Connect the Lincoln Trail between McGregor and Arcadia – potentially use combined parking bike lane.
- Study Hershey Road – use sharrows to create a north-south route.
- Airport Road and GE Road Intersection – study this dangerous intersection.
- Create connectivity by using Towanda Barnes from Ireland Grove to GE Road and Ireland Grove from Brookridge Park to Grove Park. Consider bike lanes on these street segments.

Routes to Study "Votes" - 3/18/2014 Meeting

Bloomington Bicycle Master Plan



Appendix 3: Survey Results and Other Public Input

In addition to the Public Brainstorming Workshop, the public was given opportunities to comment both before and after the development of plan recommendations.

McLean County Regional Planning Commission greatly increased public involvement and outreach at the onset of the plan, through the MindMixer online application. Electronic publicity and an insert in City water bills resulted in over 1000 comments from local citizens. The water bill survey is at the end of this appendix.

Later in the planning process, the preliminary bikeway network recommendations were presented at a November 18, 2014 public meeting attended by twelve residents. These and others provided input at the meeting and during a public comment period afterwards. Several comments focused on specific additions to the proposed network. These were considered and the plan edited, as appropriate. Others expressed concerns about specific recommendations or the plan as a whole. The top concerns mentioned were implementation cost (13), safety issues (13), effect on motorized traffic (7), effect on businesses (3), lack of need due to the Constitution Trail already existing (3), and bicyclist non-compliance with traffic laws (1).

The following open-ended questions were asked in the MindMixer resident survey:

- What should be the top 3 infrastructure improvement priorities for enhancing the bicycling experience in the City?
- What are your most likely bicycling destinations?
- Any other comments/concerns to help Bloomington become a bike friendly community?

Responses to the survey questions, along with other extensive MindMixer input by residents, provided a wealth of detailed suggestions on infrastructure improvements, non-infrastructure efforts, and other community priorities. These raised ideas, issues, and concerns not gathered at the public brainstorming workshop, while helping with prioritization of recommendations.

A following is a summary of the remaining questions in the MindMixer resident survey:

Within the last year, what mode of transportation did you use for local destination based trips?

Walk: Very often – 46, Often – 118, Not often – 254, Never – 105

Bicycle: Very often – 42, Often – 120, Not often – 168, Never – 187

Car: Very often – 527, Often – 57, Not often – 8, Never – 2

Public transit: Very often – 6, Often – 9, Not often – 43, Never – 427

What do you use your bicycle for?

Commuter – 99

Errands of other destination based trips – 146

Recreation- Family trips – 187

Recreation- Club or other Social biking – 128

Recreation- Individual workouts – 381

I would ride my bicycle more often if:

- I felt safer on the streets – 295
- There were more on-road bike lanes and shared lane markings – 291
- There were more off-road trails – 269
- Intersections were safer – 227
- There was more bicyclist education and enforcement on safety techniques & laws – 114
- Motorist education and enforcement made streets safer for bicyclists – 205
- Destinations were closer to where I live – 131
- There were more bike racks to lock my bike – 168
- Changing facilities and/or showers at work – 69

Under current street conditions I bike or would like to bike on the following types of roads:

- I will not ride on any streets – 90
- Very quiet, low speed residential streets (Ex. Croxton Ave, E. Jackson St.) – 401
- Moderate traffic, low speed streets (Ex. W. MacArthur Ave, Springfield Rd) – 225
- Somewhat higher traffic (Ex. W. Oakland Ave, Grove St) – 127
- Busy and higher speed streets (Ex. Ireland Grove Rd, Main St, E Washington St) – 53

Two questions from the survey's demographic questions focused on proximity to the Constitution Trail:

Where do you live?

- Within two blocks of the Constitution Trail – 163
- Within a half mile of the Constitution Trail – 241
- Farther than a half mile – 179

If you are in the market to rent or buy a house; access to nearby trail is:

- Very important – 97
- Important – 191
- Not so important – 187

Bloomington Bike Plan

City of Bloomington is embarking on creating a bicycling master plan for the entire city. The goal of this plan is to help guide our bicycling infrastructure investments to achieve the greatest results with limited funding. Your feedback in this process is crucial. Please complete this 7 question survey to help us understand your bicycling needs & priorities.

Return the completed surveys:

Option 1

Mail completed survey with your water bill

Option 2

Drop completed survey at these locations

City of Bloomington

McLean County

Public Works Dept.

Regional Planning

3rd Floor,

Commission (MCRPC)

Government Center

Mezzanine suite 103

Option 3

Participate online

Log on to: Bloomingtonil.mindmixer.com

Here you can take the survey online, express your opinions in many ways, learn what others have to say all while tracking the progress of the plan.

Learn and Participate

We encourage you to attend this interactive workshop led by League of Illinois Bicyclists (LIB) to learn about the project and types of bikeways, and to provide more detailed input in person.

Public Brainstorming Workshop

March 18, 2014 7-8:30 p.m.

Bloomington Police Station

Osborne Room

305 S East St. Bloomington, IL 61701

Additional questions can be directed to:

Bob Yehl

Vasudha Pinnamaraju

City of Bloomington

MCRPC

(309) 434-2437

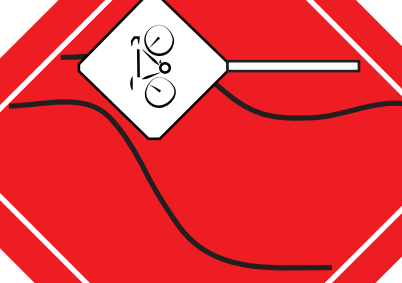
(309) 828-4331

E: byehl@cityblm.org

E: vpinnamaraju@mcplan.org

CITY OF
Bloomington
ILLINOIS

Share Your
MATTERS
Opinion
SURVEY



1. Within the last year, what mode of transportation did you use for local destination based trips?

Very Often

Often

Not Often

Never

Walk

☐

☐

☐

Bicycle

☐

☐

☐

Car

☐

☐

☐

Public transit

☐

☐

☐

2. What do you use your bicycle for?
(Please check all that apply)

Commuter (Work or School trips)

☐

Errands or other destination based trips

☐

Recreation- Family Trips

☐

Recreation- Club or other Social biking

☐

Recreation- Individual workouts

☐

3. I would ride my bicycle more often if,
(Please check all that apply)

I felt safer on the streets

☐

There were more on road bike lanes and shared lane markings

☐

There were more off road trails

☐

Intersections were safer

☐

There was more bicyclist education and enforcement on safety techniques & laws

☐

Motorist education and enforcement made streets safer for bicyclists

☐

Destinations were closer to where I live

☐

There were more bike racks to lock my bike

☐

Changing facilities and/or showers at work

☐

4. Under current street conditions I bike or would like to bike on the following types of roads
(Please check all that apply)

I will not ride on any streets

☐

Very quiet, low speed residential streets
(Ex: Croxton Ave, E Jackson St)

☐

Moderate Traffic, low speed streets
(Ex: W MacArthur Ave, Springfield Rd)

☐

Somewhat higher traffic
(Ex: W Oakland Ave, Grove St)

☐

Busy and higher speed streets
(Ex: Ireland Grove Rd, Main St, E Washington St)

☐

5. What should be the top 3 infrastructure improvement priorities for enhancing the bicycling experience in the City?

6. What are your most likely bicycling destinations?

7. Any other comments/concerns to help Bloomington become a bike friendly community?

About You

Where do you live?

Within two blocks of the Constitution Trail

☐

Within a half mile of the Constitution Trail

☐

Farther than a half mile

☐

If you are in the market to rent or buy a house; access to nearby trail is:

Very Important

☐

Important

☐

Not so important

☐

You are a:

Male

☐

Female

☐

Your age:

Under 18

☐

19-35

☐

35-50

☐

Over 50

☐

Your Household Income:

Under 30K

☐

30-60K

☐

60-100K

☐

Over 100K

☐

Your address:

Appendix 4: Road Segment Data

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service scores, sidewalk coverage, recommendation details and implementation notes, is housed in the spreadsheet beginning on the next page. The legend for the spreadsheet is below:

Segment Definition

Street	Street name of road segment
From (W/N)	West or North segment end
To (E/S)	East or South segment end

Existing Conditions

Lanes	Number of through lanes (excludes center/other turn lanes)
Traffic ADT	Traffic count in vehicles/day. Gray or blue indicate estimates.
Speed Limit	Posted speed limit
Lane Width	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
Extra Width	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
Gutter Pan	Width of cement gutter pan in feet
Parking Occ%	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
% Truck	Estimated % of heavy truck traffic
BLOS score	Bicycle Level of Service score of road segment - measure of on-road comfort level for a range of adult cyclists, as a function of geometry and traffic conditions
BLOS grade	BLOS converted to a grade range. B (or better) might be considered "comfortable" for casual adult cyclists, C (or better) for experienced cyclists
Comments	Further details
Sidewalk Status	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

Recommendations

Primary Recommendation	Description of the recommendation (if any) considered best for this segment.
Notes and other options	Either further detail on the primary recommendation, or "fallback" recommendation(s) if the primary cannot be achieved.
New BLOS	Shown only if an on-road, primary recommendation bikeway is implemented.

Implementation

Public "Votes"	Number of 5-2-13 public brainstorming workshop attendees suggesting this segment
Priority	Recommended implementation priority of segment

Street	From (WIN)	To (E/S)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Fort Jesse	Hershey	Airport	2	6800	45	12	0	1.5	0	1	3.82	D	CLTL turn lanes - 38x1.5. Concrete.	S-SW	Add Sidewalk	SP on one side (widen S-SW, or build N-SP), SW on other.		0	Low
Fort Jesse	Airport	Kalsner	2	5600	45	12	0	1.5	0	1	3.72	D	CLTL turn lanes - 38x1.5. Concrete.	S-SW	Add Sidewalk	SP on one side (widen S-SW, or build N-SP), SW on other.		2	Low
Fort Jesse	Kalsner	Towanda Barnes	2	5200	45	12	0	0	0	0	3.49	C	Stone shoulders	None	Add Sidewalk	As developed, SP on one side, SW on other.		2	Develop
College	Oakwood	Berrywood												Both SWs	Widen to Sidewalk	Widen S-SW to SP width, after easement trail built from JerseyGE to College/Oakwood		0	Low
Gen. Electric	Towanda Barnes	east end	2	450	45	9	0	0	0	0	2.57	C	Tar and chip	None	Complete Street	Build as complete street when developed. Fine row.		6	Develop
Jersey	Eisenhower	Ethell	2	3500	30	20	0	0-pvd	5	0	1.91	B	Most parking by multi-family. Speed trailer indicates a problem. W-bd 2 lane use seen. Normal removing N-parking, adding BLs w/ striped S-parking.	Both SWs	(Normal)	Normal's road. Already implementing BLs and striped S-parking, removing N-parking.		2	
Jersey	Ethell	Towanda	2	3000	30	11	5	0-pvd	0	0	1.52	B	Turn lanes by Towanda. N-side Normal, low parking. Removed S-parking, added BLs 8-5-11-11-5 in fall 2014.	Both SWs	Bike Lanes	Done		2	Done
Cleanwater	Veterans	N of Mt Vernon	4	5500	30	11	0	1.5	0	0	3.08	C	Turn lanes by Veterans. Sidewalk link to IAA Dr.	Both SWs	Intersection improvement	SLM 4' possible but well below target. Road diet would allow BLs. Long-term: Vets intersection reconstruct w/N-face Xing, S-face Xing moved to island, and BLs on Clearwater		1	Medium
Cleanwater	N of Mt Vernon	Oakbrook	2	5500	30	13	0	1.5	0	0	3.19	C	Turn lanes	Both SWs	None	SLM 4' possible but well below target. Removing CLTL allows for BLs - consider after Veterans intersection improved.		1	
Cleanwater	Oakbrook	Hershey	2	4500	30	16.5	0	1.5	15	0	2.81	C	Constitution Trail 1/2 mile N	Both SWs	None	Bike Route signage, but below goal. Parking too low for SLM 11' but too high for CBPL.		1	
Cleanwater	Hershey	Mill Creek	2	3300	30	16.5	0	1.5	15	0	2.65	C	Constitution Trail 1/2 mile N. More parking near Hershey.	Both SWs	None	Bike Route signage, but below goal. Parking too low for SLM 11' but too high for CBPL.		2	
Cleanwater	Mill Creek	Kenneth	2	2700	30	16.5	0	1.5	5	0	2.40	B	Access from Constitution Trail (Clearwater Park) to McGraw Park. Concrete E of Holder.	Both SWs	Combined bike/parking lanes	Bike Route signage. CBPL 7-11-17' (w/ gutters) possible.	1.17	2	Medium
Cleanwater	Kenneth	Airport	2	2600	30	20.5	0	1.5	20	0	1.95	B	Parking heavier by apts. Concrete.	Both SWs	Combined bike/parking lanes	CBPL 8-14-14' (w/ gutters), w/ 11' SLMs by always-high parking areas. Or, Bike Route wayfinding signage.	0.68	2	Medium
Seminary	Collage	Morris	2	4000	30	12	0	1	0	0.5	3.23	C	BNWRD trail along Sugar Creek proposed north of here	Both SWs	None	SLM 4' possible if no parking, but well below target. Alternative: Forrest and Morris from College.		9	
Seminary /Emerson	Morris	Lee	2	6000	30	13	0	0-pvd	0	1	3.38	C	One of few RR Xings. BNWRD trail along Sugar Creek proposed north of here.	N-SW, some S-SW	None	SLM 4' possible but well below target. If BNWRD trail along Sugar Creek not feasible, THEN widen road 6' for bike lanes: 5-11-11-5.		10	
Emerson	Lee	Center	2	7500	30	13	0	0-pvd	0	1	3.49	C		Both SWs	Shared Lane Markings	SLM 4' possible (and needed to connect Lee) but well below target. If BNWRD trail along Sugar Creek not feasible, THEN widen road 6' for bike lanes: 5-11-11-5.		10	High
Emerson	Center	Fell	4	9450	30	11	0	1	0	0	3.35	C	Some turn lanes. Unlocked parking bays by Fell. Low median Center-East.	Both SWs	Bike lanes (road diet)	Good road diet possibility: 5 BL (and gutters)-12-11 CLTL-12-5 BL w/ median refuges by college.	1.54	12	High
Emerson	Fell	Linden	4	11500	30	11	0	0-pvd	0	0	3.45	C		Both SWs	Bike lanes (road diet)	Road diet feasible, 5 BL-11-11 CLTL-11-5 BL, with no overnight parking.	1.85	10	High
Emerson	Linden	State	2	9500	30	20.3	0	1.3	15	0	2.55	C		Both SWs	Bike lanes (remove parking) or backup options	Remove N-parking, add Bike Lanes 8' (parking)-5.5-12-12-1-5.5. Lesser backup: CBPL 8 (ind gutter)-13.6-13.6-8, w/ 11' SLMs for any always-high parking segments.	2.10	14	High
Emerson	State	Eboch	2	10200	30	18	0	0-pvd	0	0	2.73	C	Turn lanes. No parking.	S-SW, some N-SW	Bike lanes	5.5 BL-12-5-12-5-5.5. Could use buffered Bike Lanes: 5-2-11-1-2-5.	1.70	12	High
Emerson	Eboch	Towanda	2	9800	30	12	0	0-pvd	0	0	3.61	D	Turn lanes. CLTL 36'.	S-SW, some N-SW	Bike Lanes (remove CLTL)	Only S-side intersections. Remove CLTL (for 5.5-12-5-12-5-5.5) if this would otherwise be a gap.	1.68	12	High
University /Empire	Park Lee	Fell Main	2	450	30	11.6	0	1.5	40	0	2.48	B	N-side parking only.	Both SWs	None	Bike Route wayfinding signage.		2	
Empire (W-bd)	Main	Clinton	2	3000	30	19	0	1	30	2.5	2.84	C	Lanes narrow and become turn lanes	Both SWs	None	SLM 11' possible but somewhat below target.		4	
Empire (W-bd)	Main	Clinton	2	6750	30	18.5	0	1.3	20	2.5	3.17	C	Truck, IDOT route. Parking both sides, unstriped but diff. pavement. 37.3** gutters. Turn lanes Main, Center.	Both SWs	None	Too much parking for CBPL. Removing S-side parking would permit 5.5' BL with 2.5' buffer.		6	
Empire (W-bd)	Clinton	Const. Tr. / Linden	2	7400	30	18	0	0-pvd	20	2.5	3.30	C	N lane 13.5', S 12', unstriped parking (diff. pavement) 10.5' - 36' total. IDOT road.	Both SWs	None	N to S: 5 BL-11-5-11-5-8 parking (w/gutters) very (too?) light; 4' SLM too much below target.		6	
Empire (W-bd)	Const. Tr./ Linden	Colton	2	8100	30	18	0	0-pvd	20	2	3.26	C	N lane 13.5', S 12', unstriped parking (diff. pavement) 10.5' - 36' total. IDOT road.	S-SW, most N-SW	None	N to S: 5 BL-11-5-11-5-8 parking (w/gutters) very (too?) light; 4' SLM too much below target. Complete N-SW.		10	
Empire (W-bd)	Colton	Towanda	2	8100	30	15	0	0-pvd	0	2	3.41	C		S-SW, some N-SW	Finish Sidewalk	N to S: 5 BL-12-5-12-5 (w/ gutters) feasible but isolated. Complete N-SW. Widen SW to SP feasible.		10	Medium
Empire	Towanda	Veterans	4	21000	35	13	0	0-pvd	0	2	3.96	D	Divided, turn lanes. 14' outer, 12' inner lanes	None	Add Sidewalk	At least SW needed, preferably both sides. SP and/or widened frontage w/ BL, if possible.		9	High
Frontage	Towanda	IAA	2	5050	30	12	0	1	0	0	3.27	C	N frontage road for Empire	None	Add Sidewalk	See above		9	
Empire	Veterans	Hershey	4	21200	45	12	0	2	0	2.5	4.36	D	Divided, turn lanes	None	Add Sidewalk	At least SW needed, preferably both sides. SP one side, if possible.		5	High
Empire	Hershey	Airport	4	23400	45	12	3	0	0	2.5	3.51	D	10' wide shoulders mostly, but long right-turn lanes greatly reduces effective width	None	Add Sidewalk	At least SW needed, preferably both sides. SP one side, if possible.		5	High

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Empire	Airport	Towanda Barnes	4	23400	45	12	4	0	0	1.5	2.92	C	10' wide shoulders mostly, but long right-turn lanes greatly reduces effective width	None	Add Sidepath	SW (or SP) needed on one side		4	Medium
Walnut	Alin Center	Center	2	900	30	13.1	0	0-pvd	50	0	2.79	C		Both SWs	None	Bike Route wayfinding signage		3	
Walnut	Center	Main	2	1400	30	13.4	0	0-pvd	0	0	2.44	B	Brick	Both SWs	None	Bike Route wayfinding signage		3	
Walnut	Main	Prairie	2	1350	30	18.1	0	0-pvd	90	0	2.91	C	Parking heavy when university in session.	Both SWs	None	SLM 11' possible but somewhat below target.		5	
Walnut	Prairie	Park	2	1350	30	18.1	0	0-pvd	80	0	2.81	C	Parking heavy when university in session. 11' shoulders/SLMs Prairie-Park	Both SWs	Shared Lane Markings	SLMs already - nothing else likely		5	Done
Walnut	Park	Clinton	2	1250	30	18.1	0	0-pvd	60	0	2.55	C	Parking heavy when university in session.	Both SWs	None	SLM 11' possible but somewhat below target.		5	
Walnut	Clinton	Const. Tr./Linden	2	1300	30	18.1	0	0-pvd	40	0	2.31	B	No Xwalk yet at trail Xing	Both SWs	None	SLM 11' possible, or Bike Route wayfinding signs only		5	
Walnut	Const. Tr./Linden	Colton	2	800	30	13	0	0-pvd	10	0	2.34	B	Jr High school at E-end	Both SWs	None	Bike Route wayfinding signage		2	
Chestnut	White Oak	Hinshaw	2	800	30	12	0	0-pvd	5	0	2.40	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		3	Medium
Chestnut	Hinshaw	Western	2	400	30	12	0	0-pvd	30	0	2.30	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		3	Medium
Chestnut	Western	Morris	2	400	30	12	0	0-pvd	50	0	2.46	B		Both SWs	Bike Route signage	Bike Route wayfinding signage, if no Locust bike lanes Western-Morris		3	Medium
Chestnut	Alin	Lee	2	650	30	20	0	0-pvd	50	0	1.83	B	Some brick.	Both SWs	Shared Lane Markings	SLM 11' possible, or Bike Route wayfinding signs only		3	Medium
Chestnut	Lee	Madison	2	1950	30	20	0	0-pvd	40	0	2.23	B		Both SWs	Shared Lane Markings	SLM 11' possible, or Bike Route wayfinding signs only		3	Medium
Chestnut	Madison	Center	2	1950	30	20	0	0-pvd	5	0	1.61	B		Both SWs	Shared Lane Markings	Bike Route wayfinding signage only. SLM 11' possible, but very low parking		3	Medium
Chestnut	Center	Main	2	1950	30	12	0	0-pvd	0	0	2.79	C	W-bd turn lane, E-bd parking full (not included width). 44.3' total.	Both SWs	Shared Lane Markings	SLM 4' for W-bd, 11' for E-bd, but somewhat below target.		3	High
Chestnut	Main	McLean	2	1300	30	16.1	0	0-pvd	40	0	2.57	C		Both SWs	Shared Lane Markings	SLM 11' possible		3	High
Chestnut	McLean	Const. Tr./Linden	2	750	30	15.5	0	0-pvd	40	0	2.36	B		Both SWs	Shared Lane Markings	SLM 11' or only Bike Route wayfinding signage		3	High
Chestnut	Const. Tr./Linden	Colton	2	550	30	13.1	0	0-pvd	10	0	2.14	B	Brick. Stop signs.	Both SWs	Bike Route signage	Bike Route wayfinding signage		2	Medium
Locust	White Oak	Hinshaw	2	2000	30	17	0	1.5	50	1	2.95	C		Both SWs	None	SLM 11' possible		3	
Locust (E-bd)	Hinshaw	Western	2	5550	30	21.2	0	1.3	30	2.5	2.78	C	IDOT road	Both SWs	None	Very limited options w/ parking. 11' SLMs too far below target W-bd		3	
Locust (W-bd)	Hinshaw	Western	2	5550	30	12	0	1.3	0	2.5	3.71	D	IDOT road	Both SWs	None	Very limited options w/ parking. 11' SLMs too far below target W-bd		3	
Locust	Western	Morris	2	5550	30	16	0	2	0	2.5	3.15	C	IDOT road	Both SWs	Bike Lanes	BL 5.5 (incl gutter)-12.5-5-5.5	1.79	3	Medium
Locust	Morris	Catherine	2	6500	30	12	8	1.3	0	2.5	1.39	A	IDOT road. Wide shoulders or turn lanes.	Both SWs	Buffered Bike Lanes	Bike Route wayfinding signage minimally. Buffered (or protected) bike lanes (BL-3-12) feasible.		3	High
Locust	Catherine	Allin	2	6500	30	12	0	1.3	0	2.5	3.79	D	IDOT road. CLTL 36+1.3	Both SWs	BL Lanes (remove CLTL)	Removing CLTL permits 5.9 BLs (w/gutter)-13.8-13.8-5.5. Or, 5.3 BLs, 2' buffer, -12' lanes.	1.56	3	High
Locust	Allin	Lee	2	6500	30	18.2	0	0-pvd	25	2.5	3.28	C	IDOT road. 50% parking by Allin.	Both SWs	None	11' STR possible but well below target. Removing S-side parking permits N-S: 8-11.7-11.7-5 BL - or narrower "shoulder" allowing 12' lanes.		3	
Locust (E-bd)	Lee	Center	3	5700	30	12.1	0	0-pvd	0	2.5	3.51	D	IDOT road.	Both SWs	None	Good road diet candidate. N-S: 14-14-2.5 buffer- 5.8 BL. Or, 15.1-15.1-6 BL.		3	
Locust (E-bd)	Center	Prairie	3	7000	30	12.1	0	0-pvd	0	2	3.53	D	IDOT road.	Both SWs	None	Good road diet candidate. N-S: 14-14-2.5 buffer- 5.8 BL. Or, 15.1-15.1-6 BL.		3	
Locust (E-bd)	Prairie	Robinson	2	7400	30	12.1	0	0-pvd	0	2	3.76	D	IDOT road. 36' total. N-side (left-most lane) 24' w/ 50% parking	Both SWs	None	Could restripe to 22' w/ parking N-lane, 44' w/ SLM S-lane, but still WELL below target. Or, N-S: 8 (parking)-12-12-4 (shoulder).		4	
Locust (E-bd)	Robinson	Colton	2	7300	30	13.3	0	0-pvd	0	2	3.60	D	IDOT road. Trail Xing well-marked.	NSW	None	No good options. 4' SLMs would be WELL below target.		3	
Locust (E-bd)	Colton	Towanda	2	7300	30	13	0	2	0	2	3.64	D	IDOT road.	Most NSW, some S-SW	Finish sidewalks	N to S: 12.5-12.5-5 BL (w/ gutters) feasible. Complete SW's.		3	High
Market	ML King Dr	Caroline	4	16800	40	13	0	1	0	3.5	4.26	D	Turn lanes, CLTL	S-SW	Bridge improvement	No good on-road options. Could improve S-SW, but low priority. Bridge replacement should add N-SP space, link to future BNWPD trail.		1	Medium
Eastland	Regency	Eastland Mall	2	8700	30	11.5	0	1	0	0	3.61	D	CLTL 36+1	Both SWs	None	No great on-road options, without widening pavement. Could widen S-SW as low priority.		3	
Eastland	Eastland Mall	Veterans	4	7200	30	11.5	0	1	0	0	3.16	C	Turn lanes. Concrete	Both SWs	None	No great on-road options, without road diet or widening pavement. Could widen S-SW as low priority.		3	
Eastland	Veterans	Prospect	4	9700	30	11.5	0	1	0	0	3.31	C	Turn lanes. Concrete	Both SWs	None	No great on-road options, without road diet or widening pavement. Could widen S-SW as low priority.		3	
Eastland	Prospect	Hershey	2	10900	30	11.5	0	1	0	0	3.72	D	CLTL 36+1.	Both SWs	None	No great on-road options, without widening pavement. Could widen S-SW as low priority.		3	
Country Club	Towanda	Mercer	2	1000	30	10.8	0	1.7	0	0	2.59	C	Speed tables.	None	None	Bike Route wayfinding signage		3	
Jefferson	Lee	Madison	2	750	30	11	7	0-pvd	100	0	2.42	B	Some areas without 7' parking stalls - wider lanes.	Both SWs	Shared Lane Markings	SLM 11' possible		5	Low
Jefferson	Madison	Center	2	1550	30	13.7	7	0-pvd	100	0	2.46	B	Rough pavement.	Both SWs	Shared Lane Markings	SLM 11' possible		5	Low
Jefferson	Center	Main	2	1550	30	11.9	7	0-pvd	100	0	2.69	C		Both SWs	Shared Lane Markings	SLM 11' possible		5	Low
Jefferson	Main	East	2	1550	30	13.6	7	0-pvd	100	0	2.47	B		Both SWs	Shared Lane Markings	SLM 11' possible		5	Low
Jefferson	East	Prairie	2	650	30	11	0	0-pvd	0	0	2.35	B	Full E-bd striped parking not included here.	Both SWs	Shared Lane Markings	SLM 11' E-bd and 4' W-bd possible		5	Low

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Jefferson (E-bd)	Prairie	Clinton	2	650	30	15.3	0	0-pvd	60	0	2.52	C	N-side only parking closer to Clinton.	Both SWs	Shared Lane Markings	SLM 11' or only Bike Route wayfinding signage		5	Low
Jefferson	Clinton	Const. Tr./Robinson	2	650	30	15.4	0	0-pvd	40	0	2.30	B	Brick. Stop signs.	Both SWs	Bike Route signage	SLM 11' or only Bike Route wayfinding signage. SLMs better if paved.		5	Low
Jefferson	Const. Tr./Robinson	Colton	2	650	30	15.4	0	0-pvd	40	0	2.30	B	Brick. Stop signs.	Both SWs	Bike Route signage	SLM 11' (if paved) or only Bike Route wayfinding signage.		2	Medium
Jefferson	Colton	Towanda	2	650	30	15.4	0	0-pvd	40	0	2.30	B	Brick. Stop signs.	Both SWs	Bike Route signage	SLM 11' (if paved) or only Bike Route wayfinding signage.		2	Low
Washington	Nord	Bloomington Heights	2	1700	45	11.6	0	0	0	0.5	3.07	C	Const. Tr. S of Washington. For trail/Emerson access, since entering trail/Washington under I-55 is not advisable.	none	4' paved shoulders	4' Paved shoulders	1.82	6	Low
Washington	Bloomington Heights	Const. Tr./under I-55	4	5500	45	12	0	1.7	0	1.5	3.46	C	Const. Tr. approaches Washington	Some S-SP	None	Redundant with Const. Trail for E-W travel.		6	
Washington (W-bd)	Brown	RR W of Morris	2	6000	30	19	0	1	0	1	2.42	B	S-SP and some N-SW	S-SP and some N-SW	Finish sidewalk	Redundant with Const. Trail for E-W travel. Several trail access points. Complete N-SW.		17	Low
Washington (E-bd)	Brown	RR W of Morris	2	6000	30	11	0	1	0	1	3.62	D	S-SP and some N-SW	S-SP and some N-SW	None	Redundant with Const. Trail for E-W travel. Several trail access points.		17	
Washington	RR W of Morris	Morris	2	5400	30	19	0	1	60	1	3.33	C	Parking stalls faded	Both SWs	None	Redundant with nearby Const. Trail for E-W travel.		17	
Washington	Morris	Oak	2	5400	30	22.5	0	0-pvd	50	1	2.64	C		Both SWs	None	SLM 11' possible, but somewhat below target		17	
Washington (W-bd)	Oak	Roosevelt	4	5400	30	14	0	1.5	0	1	2.84	C	CLTL 45.5' varies. W-bd 17' Oak-Lee, but 10' by 50%-filled (?) parking stalls Lee-Roosevelt	Both SWs	None	SLM 4' or 11' (depends on parking), but somewhat below target. Redundancy with Front.		20	
Washington (E-bd)	Oak	Roosevelt	2	5400	30	18	0	1.5	60	1	3.45	C	CLTL 45.5' varies. E-bd 18' except for 11' @ brief, striped parking each block.	Both SWs	None	SLM 11' possible, but well below target. Redundancy with Front.		20	
Washington	Roosevelt	Center	2	7100	30	17	0	1.5	75	1	3.66	D	CLTL 45.5' E-bd parking only (heavy occupancy), no stalls.	Both SWs	None	Too far below target for SLMs. Redundancy with Front.		20	
Washington	Center	East	2	7000	30	12.5	7	1.5	90	1	3.37	C	CLTL 38' excl. parking stalls	Both SWs	None	SLM 11' possible, but well below target. Redundancy with Front.		21	
Washington	East	Gridley	2	10800	30	12	7	1.5	90	1	3.65	D	CLTL 36.6' excl. parking stalls	Both SWs	None	Too far below target for SLMs. Redundancy with Front.		21	
Washington	Gridley	McLean	4	10900	30	16.1	0	1.5	25	1	3.25	C		Both SWs	None	SLM 11' possible, but well below target. Redundancy with Front.		21	
Washington	McLean	Clayton	4	11400	30	10.1	0	0-pvd	0	1	3.69	D		Both SWs	None	No good on-road options w/o widening. Even 4.3' road diet doesn't have enough room for BLS. 4.2' would, however.		21	
Washington	Clayton	Towanda	4	11800	30	11.4	0	1.5	0	0.5	3.49	C	Trail underpass. Some painted median Colton-Towanda. Clinton turn lanes. Concrete.	Both SWs	None	4.3' road diet (5.5 BL-12.5-12.5-5.5 BL) still feasible at this ADT.		24	
Washington	Towanda	Kretzer	2	10300	30	12	0	0-pvd	0	0	3.63	D	CLTL 37' total	Both SWs	None	Too far below target for SLMs. Bike lanes only with CLTL removed: 5.5 BL-13-13-5.5 or buffered: 5.2-5.1-1-2.5-5.		25	
Washington	Kretzer	Mercer	2	10800	30	18.5	0	0-pvd	0	0	2.67	C		Both SWs	None	If no parking, 5.5 BL-13-13-5.5 BL or buffered bike lanes 5.2-11.5-11.5-2.5.		25	
Washington	Mercer	Regency	4	10600	30	10.5	0	1.3	0	0	3.47	C	Possible connection between Mercer Regency networks. Others: Olive E to Regency (private partnership), Mercer to Canterbury Ct (unknown)	Both SWs	Widen to sidewalk	SLM 4', but well below target. 4.3' road diet (5 BL-11.5-11.6-11.5-5 BL) feasible. Not ideal for sidewalks, but widen to N-SP better. Explore Comments' other options.		23	Medium
Washington	Regency	St. Joseph's	4	11600	30	10.5	0	1.3	0	0	3.51	D		Both SWs	None	4.3' road diet (5 BL-11.5-11.6-11.5-5 BL) still feasible at this ADT. Widen to N-SP possible.		23	
Washington	St. Joseph's	Veterans	4	14000	30	10.7	0	1	0	0	3.59	D	Turn lanes	Both SWs	None	Veterans inter-section reconstruction could allow space for future bike lanes on Washington		13	
Washington	Veterans	Hersey	4	10400	30	10.7	0	1	0	1	3.58	D	SLMs 11' from curb. No parking seen Mason-Lee.	Both SWs	None	Too far below target for SLMs.		13	
Washington	Const. Tr. / Allin	Lee	2	1850	30	20.7	0	1.5	50	0	2.25	B	Various turn lanes	Both SWs	Shared Lane Markings	No change		12	Done
Front (W-bd)	Lee	Madison	2	2250	30	17.8	0	1.5	0	0	2.00	B	SLMs 7' from curb. Parking? Concrete. CLTL 12.1' (total 51.3' gutters.)	Both SWs	Shared Lane Markings	If CLTL removal deemed feasible, N-S: 8 parking-5.5 BL-13-13-5.5-9.3. Could even buffer bike lanes and use 11' travel lanes.		12	Done
Front (E-bd)	Lee	Madison	2	2250	30	12.1	9.3	1.5	80	0	2.46	B	SLMs 11' from curb. Bus parking, usu. low occupancy.	Both SWs	Shared Lane Markings	If CLTL removal deemed feasible, N-S: 8 parking-5.5 BL-13-13-5.5-9.3. Could even buffer bike lanes and use 11' travel lanes.		12	Done
Front (W-bd)	Madison	East	2	4850	30	13	7	0-pvd	90	0	2.96	C	10' CLTL (50' total). 11' SLM.	Both SWs	Shared Lane Markings	If CLTL removal deemed feasible, N-S: 8 parking-5.5 BL-12-12-12-5-8		12	Done
Front (E-bd)	Madison	East	2	4850	30	20	0	0-pvd	0	0	1.97	B	4' SLM, no parking. 20' sometimes bus lane, extra lane	Both SWs	Shared Lane Markings	If CLTL removal deemed feasible: 8 parking-5 BL-12-12-5-8		12	Done
Front	East	Prairie	2	2700	30	17.5	7.5	0-pvd	100	0	2.14	B	11' SLMs. 50' total.	Both SWs	Bike lanes	BLS: 8 parking-5 BL-12-12-5-8	2.96	23	Done
Front	Prairie	McLean	2	2700	30	22.9	0	0-pvd	75	0	2.49	B	45.8' total.	Both SWs	Shared Lane Markings	SLM 11'. Or, with lots of off-street parking, allow 1-side parking only, with BLS: 8.8-5.5-13-5.5		23	Done
Front	McLean	Robinson	2	2700	30	22.6	0	0-pvd	70	0	2.46	B	Lower traffic further E	Both SWs	Shared Lane Markings	SLM 11' possible		15	Done
Robinson	Front	Grove	2	1000	30	12	0	0-pvd	10	0	2.57	C		W-SW	Bike Route signage			15	Done
Grove	East	Albert	2	1600	30	12	0	0-pvd	0	0	2.69	C	E-bd 100% parking not shown here.	Both SWs	None	SLM 11' E-bd and 4' W-bd possible.		9	
Grove	Albert	Prairie	2	1600	30	13.5	0	0-pvd	0	0	2.50	B	Some E-bd parking stalls; 20' elsewhere.	Both SWs	Shared Lane Markings	SLM 11' E-bd by parking, 4' elsewhere; 4' W-bd.		9	High

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Grove	Prairie	Clinton	2	1800	30	17.5	0	0-pvd	50	0	2.69	C		Both SWs	None	SLM 11' possible		9	
Grove	Clinton	Robinson	2	3650	30	17.5	0	0-pvd	30	0	2.78	C	Turn lanes by Clinton.	Both SWs	None	SLM 11' possible, but somewhat below target. With off-street parking, could disallow on-street, and add BL 5-12.5-12.5-5		13	
Grove (W-bd)	Robinson	State	2	4000	30	21	0	0-pvd	50	0	2.59	C	Some diagonal parking E of trail with cars' backs in road.	Both SWs	Shared Lane Markings	SLM 11' possible but somewhat below target. If all parking was off-street, BLs 5-11.5-11.5-5 feasible		13	High
Grove (E-bd)	Robinson	State	2	4000	30	11.9	0	0-pvd	0	0	3.17	C	No parking.	Both SWs	Shared Lane Markings	SLM 4' possible but well below target. See above.		13	High
Grove (W-bd)	State	Kretzer	2	3800	30	21	0	0-pvd	10	0	1.85	B		Both SWs	Bike lanes (remove parking) or backup options	SLM 11' best if parking >30%, or Bike Route wayfinding signs only, below that. If parking disallowed, bike lanes 5-11.5-11.5-5	1.75	17	High
Grove (E-bd)	State	Kretzer	2	3800	30	11.9	0	0-pvd	0	0	3.14	C		Both SWs	Bike lanes (remove parking) or backup options	SLM 4' possible but well below target. See above, if W-bd parking disallowed.	1.54	17	High
Grove	Kretzer	Vale	2	3700	30	16	0	1.3	10	0	2.71	C	Unstriped	Both SWs	Bike lanes (remove parking) or backup options	Bike Route wayfinding signage, but somewhat below target. If parking disallowed, bike lanes 5-11-11-5.	1.84	12	High
Grove	Vale	Mercer	2	2800	30	15	0	1.3	10	0	2.71	C	Unstriped	Both SWs	Bike Route signage	Bike Route wayfinding signage, but somewhat below target.		12	High
Olive	Madison	Main	2	2400	30	13	0	0-pvd	0	0	2.77	C	Varying lane widths, turn lanes. E-bd parking full Center-Main.	Both SWs	Shared Lane Markings	Add only if S-bd Madison BLs added N of Olive, but not S of Olive. E-bd: SLMs in through lane Madison to Center, then SLM 11'. W-bd: 4' Main to Center, then center of lane.		0	Low
Jackson	McClun	State	2	700	30	13.1	0	0-pvd	30	0	2.48	B	E-bd parking 50%, no W-bd. Stops at each street.	S-SW	None	Bike Route wayfinding signage		2	
Jackson	State	Vale	2	700	30	13.1	0	0-pvd	40	0	2.58	C	Few stops.	Both SWs	None	Bike Route wayfinding signage		2	
Jackson	Vale	Mercer	2	700	30	13.6	0	0-pvd	25	0	2.38	B	Big trees.	Both SWs	None	Bike Route wayfinding signage		2	
Oakland	Fox Creek	Six Points	2	2350	45	11.7	0	0	0	0.5	3.22	C	Grass shoulders	Some W-SW	Complete street	Build as complete street when developed. If not, 4' paved shoulders.		8	Develop
Oakland	Six Points	Alexander	2	2450	40	11	0	0	0	0.5	3.26	C	Bridge over I-55 12' no SW. Some stone shoulders, mostly grass	None	Complete street	Build as complete street if developed further. If not, 4' paved shoulders, warning signs on bridge.	5	5	Develop
Oakland	Alexander	Euclid	2	5900	30	10.8	0	0	0	1.5	3.71	D	Truck route.	None	Complete street	Build as complete street if developed further. If not, 4' paved shoulders.	5	5	Develop
Oakland	Euclid	Magoun	2	4650	30	13.5	0	0	0	1.5	3.26	C	Truck route.	Some N-SW	Complete street	Add 2.5' each side, restripe for 4' (paved shoulder)-12-12-4. Complete N-SW	5	5	Develop
Oakland	Magoun	Livingston	4	4600	30	12	0	1	0	0.5	2.95	C	Bridge over RR	Both SWs	None	Good road diet candidate at current ADT (but possibly not in future). Instead of CLTL, E-bd left turn and painted median. 5.5-13-13-13-5.5.	5		
Oakland (W-bd)	Livingston	Morris	1	2250	30	26.6	0	0-pvd	50	0.5	1.67	B	N-side parking only. Just repaved.	Both SWs	None	Under current conditions, can stripe BL - N-to-S: 8.3 parking-5 BL-13.3. Being reserved for future 2 lanes.	5		
Oakland (W-bd)	Morris	Lee	1	3000	30	26.6	0	0-pvd	70	0.5	2.23	B	Parking S-side only, higher on W	Both SWs	None	Under current conditions, can stripe 5' BL on N-side. No parking striping needed. Reserved for future 2 lanes.	5		
Oakland (W-bd)	Lee	Roosevelt	1	4000	30	26.6	0	0-pvd	35	0.5	1.63	B	Parking S-side only.	Both SWs	None	SLM 4' possible, but somewhat below target. Not enough room for BL. Road diet: could keep as 1 lane w/ parking; BL - but future 2 lanes.	3		
Oakland (W-bd)	Roosevelt	Center	2	4000	30	13.3	0	0-pvd	0	0.5	3.06	C	Transitions from 2L to 1L on W. Does not incl. parking stalls.	Both SWs	None	SLM 4' possible, but well below target. Center-East excellent road diet candidate: N-S: 8 BL-15-15, or buffered 5 BL-3-14-14. BL also possible w road diet E of East.	3		
Oakland (W-bd)	Center	Constitution Tr. /Macarthur	3	5500	30	12	0	0-pvd	0	2	3.42	C		Both SWs	None	Add off-road pavement for perpendicular RR Xing (see AASHTO). Otherwise, no good on-road options (without widening).	6		
Oakland	Constitution Tr. /Macarthur	Clinton	2	12100	30	11	0	1.5	0	2	4.14	D	11' CLTL - 33x1.5. Skew RR Xing, trail Xing w/painted median	Both SWs (carriage)	None	No good on-road options (w/o widen). ADT too high for road diet.	6		
Oakland	Clinton	Bunn	4	15300	30	11.5	0	1	0	2	3.85	D	W. trail skew Xing w/painted median. Skew RR Xing.	Both SWs	None	No good on-road options (w/o widen). ADT too high for road diet.	6		
Oakland	Clinton	Bunn	4	15300	30	11.5	0	1	0	2	3.85	D		Both SWs	None	No good on-road options (w/o widen). ADT too high for road diet.	9		
Oakland	Bunn	Hannah	4	15300	30	11.5	0	1	0	2	3.85	D		Both SWs	None	No good on-road options (w/o widening)	9		
Oakland	Hannah	State	2	12700	30	11.5	0	1	0	1	3.95	D	E-bd mostly 2L. W-bd 1L. Turn lanes.	Both SWs	None	If no parking, 5.4 BL-13-13-5.4. If so CBPL (too) tight: 7.4-11-11-7.4. Off-side parking: 8 CBPL-11-11-9-5 BL, but high ADT for CBPL	9		
Oakland	State	Vale	2	10100	30	18.4	0	0-pvd	2	1	2.83	C		Both SWs	None				
Oakland	Vale	Mercer	2	10100	30	18.4	0	0-pvd	2	1	2.83	C		Both SWs	None	If no parking, 5.4 BL-13-13-5.4. If so CBPL (too) tight: 7.4-11-11-7.4. Or, 1-side parking: 8 CBPL-11-9-11.9-5 BL	10		
Oakland	Mercer	Regency	4	15800	30	10.5	0	1	0	1	3.81	D	Turn lanes, CLTL 54+1	Both SWs	None	No good on-road options without widening.	10		
Oakland	Regency	Four Seasons	4	15800	30	10.5	0	1	0	1	3.81	D	Turn lanes, CLTL 54+1	Both SWs	Widen to sidepath	Widen S-SW to SP width. Better: look for private partnerships north or south to allow a better connection between Fairway and Regency	10	Medium	
Oakland	Four Seasons	Veterans	4	15800	30	10.5	0	1	0	1	3.81	D	Turn lanes, CLTL 54+1	Both SWs	None	No good on-road options without widening.		10	
Oakland	Veterans	Hershey	4	12000	35	12	0	0-pvd	0	0.5	3.53	D	Some turn lanes, esp. by Veterans	S-SW	None	4-3 road diet (with BLs) somewhat feasible, but really no deal on-road options w/o widening.	7		
Oakland	Hershey	Eddy	4	10600	40	10.5	0	1.5	0	0.5	3.71	D	45 mph E end	S-SW	None	No good on-road options without widening. Widen to S-SP feasible, but low priority, too many Xings W-side.	7		

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Macarthur (E-bd)	Livingston	Morris	1	2700	30	26.2	0	0	50	0.5	1.85	B	S-side parking only. Needs repaving.	Both SWs	None	Under current conditions, could stripe BL - N-to-S: 13-5 BL-4.2 parking. Reserved for future 2 lanes.		5	
Macarthur (E-bd)	Morris	Lee	1	2500	30	26.2	0	0	70	0.5	2.22	B	S-side parking only, higher on W	Both SWs	None	Under current conditions, could stripe BL - N-to-S: 13-5 BL-4.2 parking. Reserved for future 2 lanes.		5	
Macarthur (E-bd)	Lee	Madison	1	4000	30	26.2	0	0-pvd	30	0.5	1.61	B		Both SWs	None	Under current conditions, could stripe BL - N-to-S: 13-5 BL-4.2 parking. Reserved for future 2 lanes.		3	
Macarthur (E-bd)	Madison	Center	2	4650	30	13.1	0	0-pvd	0	0.5	3.16	C		Both SWs	None	If 2 lanes incl. turn lane are kept, then add SLM in center of right lane. If road diet to 1 lane & BL, use typical intersection merge treatment		3	
Macarthur (E-bd)	Center	Main	2	5500	30	13	0	0-pvd	0	2	3.50	C	Truck route.	Both SWs	None	If 2 lanes incl. turn lane are kept, then add 4' SLM in right lane. If road diet to 1 lane & BL, can buffer BL		3	
Macarthur (E-bd)	Main	Constitution Tr. /Oakland	2	5200	30	11.5	6.3	1.6	100	2	3.65	D	(Unused) N-side parking stalls becomes long LT lane, (used) S-side parking stalls shown. Transitions to 1L Truck route.	Both SWs	None	Can road diet to one wider lane plus wider left turn lane, current 7.9' S-parking, 5 BL, even buffer?	3		
Miller	Alexander	Pancake	2	1400	30	10.5	0	0	0	0	2.79	C	RR Xing. Mostly uncubured.	Some N-SW	Bike Route signage	Bike Route wayfinding signage, but somewhat below target. Complete N-SW where developed.		0	Medium
Pancake/ Wood	Miller	Barker	2	700	30	12	0	0	20	0	2.49	B		Some SWs	Bike Route signage	Bike Route wayfinding signage. Complete one SW		0	Medium
Wood	Barker	Morris	2	700	30	12	0	0	50	0	2.75	C		Both SWs	Bike Route signage	Bike Route wayfinding signage, but somewhat below target.		0	Medium
Wood (W-bd)	Morris	Allin	2	4250	30	20.4	0	0-pvd	30	0	2.39	B		N-SW, some S-SW	Shared Lane Markings	SLM 11' (best if parking >30%) or Bike Route wayfinding signs only. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.	1	High	
Wood (E-bd)	Morris	Allin	2	4250	30	14	0	0-pvd	0	0	2.93	C	No sidewalk by park	N-SW, some S-SW	Shared Lane Markings	SLM 4', but somewhat below target. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.	1	High	
Wood (W-bd)	Allin	Summit	2	5600	30	20.4	0	0-pvd	30	0	2.53	C		N-SW	Shared Lane Markings	SLM 11' (best if parking >30%) or Bike Route wayfinding signs only, but both somewhat below target. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.	4	High	
Wood (E-bd)	Allin	Summit	2	5600	30	14	0	0-pvd	0	0	3.07	C		N-SW	Shared Lane Markings	SLM 4', but well below target. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.		4	High
Wood (W-bd)	Summit	Lee	2	6200	30	18	0	0-pvd	30	0	2.97	C		Both SWs	Shared Lane Markings	SLM 11' (best if parking >30%) or Bike Route wayfinding signs only, but both somewhat below target. If N-side parking ever removed and 10' lanes approved, bike lanes 5-10-5 would be feasible.	4	High	
Wood (E-bd)	Summit	Lee	2	6200	30	12	0	0-pvd	0	0	3.38	C		Both SWs	Shared Lane Markings	SLM 4', but well below target. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.	4	High	
Wood (W-bd)	Lee	Center	2	5000	30	18	0	0-pvd	10	0	2.54	C		Both SWs	Shared Lane Markings	SLM 11' (best if parking >30%) or Bike Route wayfinding signs only, but both somewhat below target. If N-side parking ever removed and 10' lanes approved, bike lanes 5-10-5 would be feasible.	2	High	
Wood (E-bd)	Lee	Center	2	5000	30	12	0	0-pvd	0	0	3.27	C		Both SWs	Shared Lane Markings	SLM 4', but well below target. If N-side parking ever removed, bike lanes 5.2-12-12-5.2 feasible.	2	High	
Wood	Center	Main	2	4700	30	10	0	0-pvd	0	0	3.46	C	Turn lanes, stoplights	Both SWs	Shared Lane Markings	SLMs 4' possible but well below target.	1	High	
Wood	Main	Gridley	2	1300	30	13.4	0	0-pvd	15	0	2.60	C	E-bd parking only	Both SWs	Shared Lane Markings	SLM 4' W-bd & 11' E-bd possible if E-bd parking > 30%. Or, Bike Route wayfinding signage only, but somewhat below target.	1	High	
Gridley	Wood	Oakland	2	1300	30	13.1	0	0-pvd	0	0	2.45	B	Tough intersection at Oakland, so trail crossing (better) jog to East/Albert, Grove, FrontL.	W-SW	Shared Lane Markings	SLM 4' possible, or Bike Route wayfinding signage only	1	High	
Cloud	McGregor	Vale	2	500	30	11.8	0	0-pvd	10	0	2.24	B	E-bd parking 10%, no W-bd.	None	Bike Route signage	Bike Route wayfinding signage		4	Low
Buchanan	Clayton	Bunn	2	400	30	12.9	0	0-pvd	30	0	2.22	B		Most N-SW, S-SW	Bike Route signage	Bike Route wayfinding signage		7	High
Croxton	Bunn	Indianapolis	2	1050	30	12	0	1.5	0	0.5	2.55	C		None	Shared Lane Markings	SLM 4' possible, or Bike Route wayfinding signs only - but both somewhat below target. Add a SW.	4	High	
Croxton	Indianapolis	Morrissey	2	1050	30	10.8	6	1.3	30	3	1.97	B	2 hour parking	None	Bike Route signage	Bike Route wayfinding signage		4	Low
Croxton	Morrissey	McGregor	2	650	30	15.3	0	0-pvd	15	0	2.00	B		None	Bike Route signage	Bike Route wayfinding signage		3	Low
Croxton	McGregor	Vale	2	500	30	15.3	0	0-pvd	30	0	2.06	B		None	None	Bike Route wayfinding signage		3	
Bissell	Low	Koch	2	1300	30	13	0	0-pvd	20	0	2.70	C		N-SW, most S-SW	Bike Route signage	Bike Route wayfinding signs, but somewhat below target.	0	Medium	
Lincoln	Koch	Main	2	1100	30	13.5	0	1.5	20	0	2.56	C	Uncontrolled Center, Main Xings. Unstriped.	Both SWs	Bike Route signage	Bike Route wayfinding signs	11	Medium	
Lincoln (W-bd)	Main	Constitution Trail	2	3200	30	12	0	1.5	0	0.5	3.11	C	No parking allowed	Most S-SW	Shared Lane Markings	11' lane w/ 4' SLMs, but well below target.	12	High	
Lincoln (E-bd)	Main	Constitution Trail	2	3200	30	18	0	1.5	10	0.5	2.39	B	SW gap by trail, RR tracks.	Most S-SW	Combined bike/parking lane	S-side CBPL 7-12. If parking removed for bike lanes, 10' travel lanes would be needed (5-10-10-5)	1.23	High	
Lincoln	Constitution Trail	Bunn	2	3250	30	22	0	0-pvd	20	0.5	1.84	B	SW gap by RR.	Most N-SW, some S-SW	Bike lanes (remove parking) or backup options	Primary (if no CLT, E of Bunn): N-side parking only to allow bike lanes, 8-5 BL-13-13-5 BL. Backups: Parking may be too high for CBPL, but if so then 8-14-14-8. Or, SLM 11'.	1.64	High	

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Lincoln	Bunn	Morrissey	2	5500	30	11	0	1.5	0	0.5	3.50	D	CLTL (no residences), 35+1.5.	S-SP	Bike Lanes (remove CLTL)	Long-term evaluate CLTL removal for on-road bike lanes: 5.5 BL (w/ gutter)-13.5-13.5-5.5 BL or buffered BLs: 5.2-5.11.5-11.5-2.5.5. SLMs at Morrissey where BLs must drop.	1.23	24	High
Lincoln	Morrissey	McGregor	2	4050	30	20.2	0	0-pvd	0	0.5	1.91	B	No residential driveways, on-street parking need is unlikely. Turn lanes by Morrissey. Saw bike.	S-SP	Bike lanes (remove parking) or backup options	Buffered bike lanes: 5.5-3-11.7-11.7-3.5.5. Backup: CBPL 7.8-12.4-12.4-7.8. Complete S-SW.	0.78	24	High
Lincoln	McGregor	Mercer	2	4300	30	20.2	0	0-pvd	10	0.5	2.14	B	S-side parking needed for residences McGregor-Arlene, but much less so elsewhere.	Some S-SW	Bike lanes (remove parking) or backup options	Primary: Side parking only w/ bike lanes: 8.5-11.2-11.2-5. Backup: CBPL 7.8-12.4-12.4-7.8. Complete S-SW.	1.94	28	High
Lincoln	Mercer	Veterans	4	5200	30	11	0	1.5	0	0.5	3.12	C	Turn lanes by Veterans. 48' total w/ 4 center lines. Concrete.	S-SW	Bike lanes (road diet)	Excellent road diet candidate: 5.5 BL (w/ gutter)-12.13 CLTL-12-5.5 BL	1.20	29	High
Lincoln	Veterans	Arcadia	4	7400	35	10.5	0	1.5	0	0.5	3.46	C	Lots of turn lanes. CLTL 59' total. 69' on east end.	N-SW	Bike lanes (road diet)	Good road diet candidate: 5.5 BL (w/ gutter)-12 CLTL-12-12 (W-bd)-5.5 BL	1.48	26	High
Lincoln	Arcadia	Hershey	4	2950	35	11	0	1.5	0	0.5	2.94	C	Turn lanes. Constitution Trail N-SP, continues E. Concrete.	N-SP, S-SW	Bike lanes (road diet)	Excellent road diet candidate: 5.5 BL (w/ gutter)-12 CLTL-12-5.5 BL	1.01	26	High
Lafayette	Center	Easy	2	1800	30	11	0	0	0	2.5	3.26	C	Stone shoulders 1-3'. Truck route.	Almost none	Add Sidewalk	Pave 4' shoulders, and add SW on at least one side.	2	2	Medium
Lafayette	Easy	Bunn	2	4150	30	11	0	0	0	2.5	3.68	D	Stone shoulders 1-3'. Truck route.	none	Add Sidewalk	Pave 4' shoulders, and add SW on at least one side.	2	2	Medium
Lafayette	Bunn	Morrissey	2	5200	30	11	0	0	0	2.5	3.79	D	Various uses	Some SW	Finish sidewalk	Complete SW on at least one side.	4	4	Medium
Lafayette	Morrissey	McGregor	2	1750	30	13	0	1.3	0	0	2.61	C		Some SW	None	SLM 4' possible		4	
Lafayette	McGregor	Meadowbrook	2	800	30	13	0	1.3	50	0	2.74	C		Both SWs	None	Bike Route wayfinding signage		2	
Six Points	west end	Rabbit Hill	2	1800	55	10.1	0	0	0	0.5	3.34	C		None	Complete street	Build as complete street when developed. If not, 4' paved shoulders.		2	Develop
Six Points	Rabbit Hill	Oakland	2	2550	55	10.1	0	0	0	0.5	3.52	D		None	Complete street	Build as complete street when developed. If not, 4' paved shoulders.		7	Develop
Six Points	Oakland	Alexander	2	2200	40	10.1	0	0	0	0.5	3.30	C		None	Complete street	Build as complete street when developed. If not, 4' paved shoulders.		3	Develop
Six Points	Alexander	Szaret	2	5800	40	10.1	0	0	0	0.5	3.80	D		None	Add Sidewalk	Sidewalk or sidewalk on at least one side.		3	Medium
Six Points	Szaret	Springfield	4	5800	30	12	0	2	0	0.5	3.06	C	RR crossing. Concrete.	None	Add Sidewalk	Add SW on at least one side (maybe SP, but not ideal). SLM 4' feasible. If future ADT doesn't rise, candidate for road diet 5.5 BL-13.15-13.5.5.		3	Medium
Six Points	Springfield	Morris	4	5800	30	12	0	2	0	0.5	3.06	C	Concrete. Gap from proposed Springfield bike lanes to trail at Morris	None	Add Sidewalk	Add S sidewalk. SLM 4' feasible. If future ADT doesn't rise, candidate for road diet 5.5 BL-13.15-13.5.5.		3	High
Ireland Grove	Brookridge Park	Hershey	4	6000	45	12.5	0	0	0	0.5	3.24	C	Divided road.	N-SW, some S-SW	Width to sidewalk	Widen N-SW to SP width, but low priority		8	Low
Ireland Grove	Hershey	Dover	4	8000	45	12.5	0	0	0	0.5	3.39	C	Divided road.	Both SWs	None	Could widen N-SW to SP width, as low priority - but utility easement south to be used instead.		8	Low
Ireland Grove	Dover	E of Bear Creek	4	8000	45	12	0	1.5	0	0.5	3.45	C		None	Add Sidewalk	Add N-SW. Add S-SW or SP when developed.		10	Medium
Ireland Grove	E of Bear Creek	Towanda Barnes	4	9400	55	12	0	1.5	0	0.5	3.62	D		None	6' paved shoulders, SW or SP	Pave 6' shoulders. W of Shield, also add N-SW (or SP), plus S-side when developed. E of Shield, add S-SW/SP.	1.69	18	High
Ireland Grove	Towanda Barnes	east end	2	1500	50	11	0	0	0	0.5	3.11	C		None	Complete street	Build as complete street when developed. Until then, 4' paved shoulders.		13	Develop
Trail (by Ireland Grove)	Hershey	Brookstone											Along utility easement. Developer-granted ROW		Trail	To extend east, as developed		0	Medium
Fox Creek (SW-bd)	Scottsdale	Blue Ash	2	225	40	21.8	0	1.7	0	0.5	0.28	A	CLTL, 44.5' total + gutters. Concrete.	Both SWs	None	See below. As is, SW-Hd 8' CBPL-like striping could help reduce speeding. Could widen W-SW to SP.		1	
Fox Creek (NE-bd)	Scottsdale	Blue Ash	2	225	40	11.7	0	1.7	0	0.5	1.97	B	CLTL, 44.5' total + gutters. Concrete.	Both SWs	None	Too fast for SLM. If CLTL removed, 7.4 CBPL-11+1-7.4 feasible but light. If parking removed too, 5 BL-13.4-13.4-5. Could widen W-SW to SP.		1	
Fox Creek (SW-bd)	Blue Ash	Oakland	2	1800	40	21.8	0	1.7	2	0.5	1.38	A	CLTL, 44.5' gutters. Concrete. Parking allowed by unused. Some striping, parking marks at intersections.	N-SP, most S-SW	None	See below. As is, SW-Hd 8' CBPL-like striping could help reduce speeding.		0	
Fox Creek (NE-bd)	Blue Ash	Oakland	2	1800	40	11.7	0	1.7	0	0.5	3.03	C	CLTL, 44.5' total + gutters. Concrete.	N-SP, most S-SW	None	Too fast for SLM. If CLTL removed, 7.4 CBPL-11+1-7.4 feasible but light. If parking removed too, 5 BL-13.4-13.4-5. But already have N-SP.		0	
Fox Creek	Oakland	Danbury	4	5300	45	11.5	0	1.3	0	0.5	3.30	C	Turn lanes at ends, to transition to 2 lanes. Concrete.	N-SP	None	Already have N-SP. If desired, good candidate for road diet 6 BL-12-12-6-12-6-12-6, dep. on ADT projections.		0	
Fox Creek	Danbury	Beich	2	6200	45	10.9	0	0	0	0.5	3.80	D	Stone shoulders few feet, slopes. Bridge over RR.	None	Add Sidewalk	Very important SP gap to fill, and in the planning stage. Backup: pave shoulders 3-4' for advanced cyclists		10	High
Fox Creek	Beich	Cabintown	4	9700	45	11	0	2	0	0.5	3.66	D	Bridge over I-55.	N-SP	None	Already have N-SP. If desired, could do road diet 6 BL-12-12-12.5, dep. on ADT projections.		0	
Hamilton	Cabintown	Morris	4	10000	45	11	0	1.3	0	0.5	3.68	D	Turn lanes	N-SP	None	Already have N-SP. If desired, could do road diet 5.3 BL-12-12-12.5-3, dep. on ADT projections.		0	
Hamilton	Morris	Main	4	5000	35	12	0	1.3	0	0.5	3.09	C	CLTL 59' total + gutters. Concrete.	N-SP, some S-SW	None	Already have N-SP. If desired, could do road diet 5.8 BL-12-13-12-5.8, dep. on ADT projections.		0	
Hamilton	Main	7th St	4	7600	40	10.9	0	1.5	0	0.5	3.50	C	Concrete	Both SWs	Widen to sidewalk	Widen N-SW to SP. If desired, could do road diet 5 BL-12-11-12-5, dep. on ADT projections.		12	Low
Hamilton	7th St	Bunn	4	5800	40	10.9	0	1.5	0	0.5	3.36	C	Concrete	None	None	Already have N-SP. If desired, could do road diet 5 BL-12-11-12-5, dep. on ADT projections.		0	
Hamilton	Bunn	Hamilton (planned)	2	6100	45	10.5	0	0	0	0.5	3.83	D		none	Add Sidewalk	Add N-SP. Add S-SW, when developed. Add 3-4' paved shoulders if ADT>1000 after Hamilton gap filled.		3	Develop

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Rhodes	Hamilton (planned)	Morrissey	2	5300	45	10.5	0	0	0	0.5	3.76	D		none	None	Add SW on at least one side, when developed. Add 3-4' paved shoulders if ADT>1000 after Hamilton gap filled.		3	
Hamilton	Rhodes	Commerce		new												Construct with N-SP. If road diet on either side, match cross section.		15	Develop
Hamilton	Commerce	Morrissey	4	3200	35	12	0	0-pvd	0	0.5	2.86	C		N-SP, S-SW	None	Already have N-SP. If desired, could do road diet 5.5 BL-12-13-12-5.5, dep. on ADT projections.		0	
Hamilton	Morrissey	State Farm Plaza South	4	8000	40	11	0	1.5	0	0.5	3.51	D	Divided	S-SP	None	Already have S-SP. No good on-road options possible.		0	
Hamilton	State Farm Plaza South	Hershey	4	7400	40	11	0	1.5	0	0.5	3.47	C	Divided	none	Add Sidewalk	Add S-SP, probably when developed.		1	Develop
Wooding	Main	Capodice	2	1700	35	10.3	0	0	0	0.5	3.08	C	Some stone shoulder. Rough pavement.	none	Complete street	Build as complete street when developed. If not, 3' paved shoulders.		0	Develop
Wooding	Capodice	Morrissey	2	2800	50	10.5	0	0	0	0.5	3.48	C	Some stone shoulder. Rough pavement.	none	Complete street	Build as complete street when developed. If not, 4' paved shoulders.		0	Develop
US 150/ Mitsubishi	Normal border	IL9/Market	4	4250	55	12	10	0	0	2.5	0.74	A	Turn lanes. Normal's plan calls for sidewalk.	None	Complete street	Add SW (or SP) on at least one side, when developed further.		4	Develop
Interstate	Westgate	IL9/Market											E-SW north of this segment	None	Add Sidewalk	Add E-SP. When developed, add W-SW. Route from Constitution Trail to businesses N of Market. Drops to low priority if Wylie extension includes SP.		0	Medium
Interstate	IL9/Market	S-end											S part road not completed	Some E-SP	Add Sidewalk	Complete E-SP. Route from Constitution Trail to businesses N of Market. Drops to low priority if Wylie extension includes SP.		0	Medium
trail link	Interstate	Constitution Trail												None	Trail link	Create trail link from Constitution Trail and sidewalk along Interstate Rd. Drops to low priority if Wylie extension includes SP.		0	Medium
Wylie	Normal border	IL9/Market	4	6500	35	11.5	0	1.3	0	1.5	3.45	C	Sidewalks missing S-end. Truck route.	Most E-SW, most W-SW	Finish sidewalks	Complete S-and SW gaps, both sides. Widen one side to SP - lower priority. Road diet 5.5 BL-12-5-12-6-5-5-5 possible, dep on future ADT.		5	High
Wylie	IL9/Market	Rabbit Hill		new									Road to be extended in future		Add Sidewalk	Construct with SP on one side, SW on other.			Develop
Bloomington Heights	IL9/Market	Washington	2	6500	45	12.8	0	0	0	1	3.70	D	2' stone shoulder. Truck route.	None	Add Sidewalk	Add SP/SW on at least one side when developed more.		9	Develop
Nord/ Rabbit Hill	Washington	Six Points	2	600	55	9	0	0	0	0	2.79	C		None	Complete street	Add paved shoulders when reconstructed, if ADT rises much.		6	Develop
ML King Dr	Cottage	White Oak	4	5200	35	12	0	0-pvd	0	2	3.37	C	Normal's plan calls for road diet and bike lanes N of border	Both SWs	Bike lanes (road diet)	Good candidate for road diet 5.5 BL-12-5-12-5-5-5, dep. on future ADT.	1.45	2	Medium
ML King Dr	White Oak	Market	4	4950	45	11.5	0	1.5	0	3	3.80	D	RR crossing. Concrete.	Both SWs	Width to sidewalk	Widen one SW to SP width		1	Low
White Oak	Normal border	Graham	2	5500	35	11.5	0	0	0	1	3.63	D	McLean Co Hwy Dept. Several feet of stone shoulders. Normal's plan calls for BLs.	Some E-SP	4' paved shoulders: SW or SP	Pave 4' shoulders, and add SW or SP on at least one side.	2.39	8	Medium
White Oak	Graham	Locust	2	5500	45	11.5	0	0	0	1	3.77	D	McLean Co Hwy Dept. Several feet of stone shoulders.	Some E-SP	4' paved shoulders: SW or SP	Pave 4' shoulders, and add SW or SP on at least one side.	2.53	8	Medium
Caroline	Market	Circle	2	3400	30	13	0	0.5	0	6	4.04	D	Turn lanes. Access to Market commercial area from trail, w/ stoplight.	Both SWs	None	No good on/off-road options to improve.		1	
Caroline	Circle	Washington	2	2450	30	13	0	0.5	0	2	3.09	C	Missing link across Washington to Constitution Trail	Both SWs	Trail link	Link to trail from Washington intersection. No good on/off-road options to improve.		1	Medium
Cottage	Normal border	ML King Dr	4	8000	35	12	0	0-pvd	0	2	3.59	D	Normal's plan calls for road diet and bike lanes N of border	Both SWs	Bike lanes (road diet)	Decent candidate for road diet. 5-5-12-5-12-5-5-5	1.67	3	Medium
Cottage	ML King Dr	White Oak Park north edge	2	5200	30	13.4	0	1.3	0	0	3.11	C	Park trail W of road and houses	W-SW	None	SLM 4' possible, but well below target.		4	
Cottage (N-bd)	White Oak Park north edge	Seminary	2	5500	30	17.2	0	0-pvd	5	0	2.64	C	Park trail W on N-end, becomes SW on S-end	S-and both SWs	Finish sidewalks, (widen to sidewalk)	No good on-road options without widening. Add bridge SWs when rebuilt. Fill W-SW gap, at least. Widen W-SW from park trail to Seminary.		4	Medium
Cottage (S-bd)	White Oak Park north edge	Seminary	2	5500	30	9.8	0	0-pvd	0	0	3.56	D		S-and both SWs	Finish sidewalks, (widen to sidewalk)	No good on-road options without widening. Add bridge SWs when rebuilt. Fill W-SW gap, at least. Widen W-SW from park trail to Seminary.		4	Medium
Cottage	Seminary	Forest	2	2800	30	13	0	0-pvd	0	0	2.85	C		Both SWs	Shared Lane Markings	SLM 4' possible, but somewhat below target.		4	High
Hinshaw Forest	Cottage	Graham	2	2800	30	13.2	0	0-pvd	10	0	2.95	C		E-SW, some W-SW	Bike Route signage	Bike Route wayfinding signage, but somewhat below target.		5	High
Hinshaw	Graham	Locust	2	2550	30	14.1	0	0-pvd	5	0	2.72	C	15' lanes S, 13.2' N.	E-SW, some W-SW	Bike Route signage	Bike Route wayfinding signage, but somewhat below target.		5	High
Hinshaw	Locust	Market	2	5250	30	18	0	0-pvd	0	2.5	2.78	C	IDOT road. No parking.	Both SWs	Bike Lanes	Bike lanes: 5.5 BL-12-5-12-5-5-5	1.76	4	High
Hinshaw/ Sheridan	Market	Stillwell	2	550	30	13.2	0	0-pvd	10	0	2.12	B	Turn lane by Market. Hill.	WIN-SW, most E-SW	Bike Route signage	Bike Route wayfinding signage.		4	High
Stillwell	Sheridan	Circle	2	1200	30	12	0	1.3	0	2	2.85	C	Needs link to Constitution Trail (Washington S-SP)	E-SW	Shared Lane Markings	SLM 4' or Bike Route wayfinding signage, but somewhat below target.		4	High
Stillwell	Circle	Washington	2	1200	30	12	0	1.3	0	2	2.85	C		W-SW, some E-SW	Shared Lane Markings	SLM 4' or Bike Route wayfinding signage, but somewhat below target. Add link from Washington to trail.		4	High
trail link	Washington	Constitution Trail											Needs link to Constitution Trail (Washington S-SP)		Trail link			4	High
Western	Chestnut	Locust	2	1700	30	13	0	0-pvd	25	0	2.89	C		Both SWs	Bike Route signage	Bike Route wayfinding signage - only if yes on Locust bike lanes Western-Morris. Somewhat below target.		5	Medium

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Morris	Seminary	Chestnut	2	600	30	13	0	0-pvd	25	0	2.36	B	Jogs at Empire.	Both SWs	None	Bike Route wayfinding signage.		5	
Morris	Chestnut	Locust	2	600	30	13	0	0-pvd	25	0	2.36	B		Both SWs	Bike Route signage	Bike Route wayfinding signage - only if no Locust bike lanes Western-Morris.		5	Medium
Morris	Locust	Mulberry	2	600	30	13	0	0-pvd	25	0	2.36	B		Both SWs	None	Bike Route wayfinding signage.		5	
Morris (N-bd)	Mulberry	Market	1	100	25	12	0	0	20	0	1.70	B	Bad condition alley. S-bd contraflow not possible. Verbal signposts - Alternative (Western) S-bd queues up at Market.	Some W-SW	Future opportunity	If Market underpass rebuilt, add BLs here, with S-bd being contraflow. Widen N-SW to SP under PR. This would allow crossing to Morris S of Market at daylight.		7	Develop
Morris	Market	Washington	2	6000	35	15.2	0	0-pvd	0	1	3.18	C	Narrower by Washington	Both SWs	None	SLM 4' possible, but well below target. Not quite wide enough for BLs - 4' urban shoulders?		7	
Morris	Washington	Grove	2	8800	35	11	0	1.5	0	1	3.93	D	RR crossing. CLTL 33' total+18" (11-11-11); concrete.	E-SW, some W-SW	None	BLs feasible only if CLTL removed. Too far below target for SLM 4'.		8	
Morris	Grove	Macarthur	2	8800	35	11	0	1.5	0	1	3.93	D	CLTL 33' total+18" (11-11-11); concrete.	Both SWs	None	BLs feasible only if CLTL removed. Too far below target for SLM 4'.		8	
Morris	Macarthur	Six Points	2	6600	35	11	0	1.5	0	1	3.78	D	CLTL 33' total+18" (11-11-11); concrete. Carriage SWs, both sides S of Fletcher.	W-SW, some E-SW	None	BLs feasible only if CLTL removed (less needed on S-end). Too far below target for SLM 4'.		8	
Morris	Six Points	Veterans	2	11500	35	12	0	1.5	0	1	3.95	D	Divided. Turn lanes. N-bd has 2 lanes.	W-SP	None	On-road difficult. Already have SP.		13	
Morris	Veterans	Hamilton	2	3800	40	16.5	0	1.3	0	0.5	2.73	C	Parking allowed but maybe never used? Turn lanes by Veterans, Heather Hill, Hamilton	W-SW, most E-SW	Bike lanes (remove parking and lower speed)	Bike lanes: 5.5 BL-12.3-12.3-5.5, plus lower speed to 35mph.	1.49	13	High
Morris	Hamilton	Witten Woods	2	2050	40	11	0	1.5	0	0.5	3.17	C	Concrete. CLTL 11-11-11 +18".	Some W-SW	Bike lanes (no CLTL); finish sidewalk	If CLTL removed, 5.5 BL-12.5-12.5-5.5. Widening to W-SP feasible, esp S, but low priority.	1.13	8	Medium
Morris	Witten Woods	Brigham School	2	1400	40	11	0	0	0	0.5	2.98	C	Slopes on sides	None	Complete street	When developed, construct with BLs and W-SW, or W-SP.		8	Develop
Morris	Brigham School	south end	2	550	55	10	0	0	0	0.5	2.75	C		None	Complete street	When developed, construct with BLs and W-SW, or W-SP.		8	Develop
Low	Wood	Bissell	2	800	30	13	0	0-pvd	20	0	2.45	B		Both SWs	Bike Route signage	Bike Route wayfinding signage. Koch/Lee would be nearby.		4	Medium
Springfield		south end/ Forrest Park	2	1000	30	13	0	0-pvd	0	0	2.33	B	Seems much lower ADT	Some W-SW, some E-SW	Bike Route signage	Bike Route wayfinding signage.		8	High
Springfield	Six Points	Fox Creek	2	1050	35	13.5	0	1.5	0	1	2.54	C	Concrete. South end 16+1.5=33' wide curb-curb.	Some N-SW	Shared Lane Markings; add sidewalk	SLM 4'. Complete N-SW.		3	High
Allin (N-bd)	Normal border	Seminary	2	2400	30	16	0	1	30	0	2.77	C	Concrete. Normal has SLMs north of border. Seminary no longer on Bloomington list.	Both SWs	None	If parking <30%, Bike Route wayfinding signs only. If >30%, SLM 11'. Both somewhat below target.		2	
Allin (S-bd)	Normal border	Seminary	2	2400	30	10	0	1	0	0	3.12	C	Concrete. Normal has SLMs north of border. Seminary no longer on Bloomington list.	Both SWs	None	SLM 4' possible, but well below target.		2	
Allin	Walnut	Chestnut	2	400	30	11.8	0	1.5	10	0	2.12	B		E-SW	None	Bike Route wayfinding signage		2	
Allin	Chestnut	Locust	2	750	30	11.8	0	1.5	10	0	2.44	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		2	Medium
Allin	Locust	Market	2	900	30	11.8	0	1.5	30	0	2.73	C	No parking S-bd, 40% N-bd. Tough Locust, Market Kings.	Both SWs	None	Bike Route wayfinding signage, but somewhat below target		2	
Allin	Market	Washington	2	1400	30	13.1	0	0	20	0	2.73	C	No parking S-bd, 30% N-bd.	Both SWs	None	Bike Route wayfinding signage, but somewhat below target		2	
Allin	Washington	Front	2	1500	30	13.5	0	1.5	10	0	2.60	C	Jog W at Front.	Both SWs	None	Bike Route wayfinding signage, but somewhat below target		3	
Allin	Front	Oakland	2	1950	30	15.1	0	0-pvd	20	0	2.54	C	Skew trail Xing. N-bd 18.1', 40%; S-bd 12.1'.	Both SWs	None	Bike Route wayfinding signage, but somewhat below target		3	
Allin	Oakland	Wood	2	700	30	13.5	0	0-pvd	20	0	2.33	B	no parking	Both SWs	None	Bike Route wayfinding signage		3	
Lee	Emerson	Empire	2	3100	30	13.1	0	0-pvd	10	0	3.01	C	20% parking S-bd, no parking N-bd. 4-W stop at Empire.	Both SWs	Shared Lane Markings	SLM 4' N-bd. S-bd either SLM 11' (if parking>30%) or Bike Route signage only, but well below target. Drops in priority if MainCenter couplet gets bike lanes.		8	High
Lee	Empire	Market	2	4300	30	18.5	0	1.5	60	0	3.13	C	4-W stop, turn lanes at Locust. Some no parking areas. IDOT road, Empire-Locust	Both SWs	Shared Lane Markings	SLM 11' possible, but well below target. Future transfer to City may lessen ADT. Drops in priority if MainCenter couplet gets bike lanes.		8	High
Lee	Market	Washington	2	3100	30	20.2	0	0-pvd	20	2	2.40	B		Both SWs	Shared Lane Markings	If parking<10%, 8 CPBL-12.2-12.2-8. If >10%, <30% Bike Route wayfinding signage. If >30%, SLM 11'. Or, 1-side parking only. 8-5 BL-11.2-11.2-5. Drops in priority if MainCenter couplet gets bike lanes.		7	High
Lee	Washington	Olive	2	3500	30	11.3	0	1.7	0	0	3.17	C	Turn lanes/CLTL 10.5N-13-12S-5 parking (40.5' total)+20' gutters. S-bd striped parking 100%.	Both SWs	Shared Lane Markings	Consider feasibility of removing CLTL and turn lanes: W-E 8 parking-5.5 BL-12.5-12.5. Otherwise, SLM 11' S-bd, 4' N-bd, but well below target.		7	High
Lee	Olive	Jackson	2	2700	30	18	0	0-pvd	0	0	2.06	B		Both SWs	Shared Lane Markings	If no parking, bike lanes 5-13-13-5 feasible - or SLM 4'. If parking (low occupancy), could use CLTL 7-11-11-7.		7	High
Lee	Jackson	Oakland	2	2700	30	18	0	0-pvd	20	0	2.40	B	40% parking S-bd, no parking N-bd.	Both SWs	Shared Lane Markings	N-bd SLM 4'. S-bd SLM 11', or Bike Route signage if parking <30%.		7	High
Lee	Oakland	Wood	2	1250	30	15.3	0	0-pvd	20	0	2.40	B		Both SWs	Bike Route signage	Bike Route wayfinding signage.		7	High
Lee	Wood	Hickory	2	650	30	13.1	0	0-pvd	30	0	2.44	B		Both SWs	Bike Route signage	Bike Route wayfinding signage.		6	High
Hickory/Koch	Lee	Bissell	2	500	30	13.1	0	0-pvd	30	0	2.31	B		Both SWs	Bike Route signage	Bike Route wayfinding signage.		6	High
Koch	Bissell	Lincoln	2	300	30	13.1	0	0-pvd	30	0	2.05	B	IDOT road, studied by Farr and Associates.	Both SWs	Bike Route signage	Buffered bike lanes. E-bd/W (modified from Farr). 12-11-2		10	High
Center (S-bd)	Normal border	Locust	2	13000	30	13.5	0	1.5	0	2.5	3.95	D	30' total w/ gutters.	Both SWs	Buffered Bike Lanes	buffer 5 BL. Backup: 12-12-6 BL.	2.44	5	High

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Madison (S-bd)	Locust	Washington	4	12500	30	12.5	0	0-pvd	0	2.5	3.71	D	IDOT road, studied by Farr and Associates. 50' total w/ gutters	Both SWs	Buffered Bike Lanes (road diet)	Good road diet candidate. buffered bike lanes. E to W: 15-12-13-4 buffer-5 BL. Second option: 8 parking-12-11-12-2 buffer-5 BL	1.51	5	High
Madison (S-bd)	Washington	Olive	4	10250	30	12.5	0	0-pvd	0	3	3.70	D	IDOT road, studied by Farr and Associates. 50' total w/ gutters	Both SWs	Buffered Bike Lanes (road diet)	Good road diet candidate. buffered bike lanes. E to W: 15-12-13-4 buffer-5 BL. Or, 8 parking-12-11-12-2 buffer-5 BL.	1.50	6	High
Madison	Olive	Constitution Trail	2	600	30	17.5	0	0-pvd	70	2	2.67	C	Most parking could be moved to off-street lots, if needed. Low parking turnover rate.	Both SWs	Bike Route signage	BR signage or SLIM 11'. Add (as High priority) only if BLs added to S-bd Madison N of Olive. But, use S-bd Center (S of Olive) instead if it is reconstructed, widened w/ BLs.		0	Low
Madison	Constitution Trail	Wood	2	600	30	17.5	0	0-pvd	10	2	1.86	B	Unprotected Xings of Oakland, Macarthur could be future issue.	Both SWs	Bike Route signage	Bike Route wayfinding signage. Add (as High priority) only if BLs added to S-bd Madison N of Olive. But, use S-bd Center (S of Olive) instead if it is reconstructed, widened w/ BLs.		0	Low
Madison	Wood	Lafayette	2	400	30	12.5	0	0-pvd	15	2	2.41	B	S-bd parking only. SW gaps at S and.	Most SWs, S-end gaps	Bike Route signage	Bike Route wayfinding signage. Add (as High priority) only if BLs added to S-bd Madison N of Olive. But, use S-bd Center (S of Olive) instead if it is reconstructed, widened w/ BLs.		0	Low
trail	Madison	RT Dunn											Adjacent to golf course		Trail	Add trail link, sidewalk to existing sidewalk S of RT Dunn on Main. High priority if Madison is BR.	0		Medium
Center (S-bd)	Olive	Main	2	10000	30	13	0	0-pvd	0	2	3.80	D	IDOT road. Width conflicts in studies (38' Farr, 36' 2012 Main St report) - use 36'. Has bridge. Used parking Olive-1 bit S. 2017 gutters not always paved.	Both SWs (N of Lafayette)	None	SLIM not enough. Ideally, when bridge reconstructed, widen somewhat for 13-125 or even buffered BL	6		
Main (N-bd)	Normal border	Beecher	3	13000	30	12	0	0-pvd	0	2.5	3.94	D	IDOT road, studied by Farr & Associates. 36' total w/ gutters. Transitions from 4L to 2L over this segment.	Both SWs	Buffered Bike Lanes (road diet)	Road diet candidate (with buffered bike lanes) to transition to 2 lanes center, W to E: 14-5-12-4 buffer-3 BL	1.86	5	High
Main (N-bd)	Beecher	Locust	3	13000	30	19	0	0-pvd	25	2.5	3.30	C	IDOT road, studied by Farr & Associates. 50' total w/ gutters. Parking both sides, rarely striped. Off-street parking mostly available.	Both SWs	Buffered Bike Lanes (road diet)	Road diet with buffered bike lanes. W-to-E: 8 parking-14-12-3 buffer-5 BL-8 parking. Or, remove parking E-side, for W-E: 8 parking-12-12-12-6 BL	2.10	5	High
East (N-bd)	Locust	Washington	4	11800	30	10	0	0-pvd	0	2.5	3.96	D	IDOT road, studied by Farr & Associates. 42-4' total w/ gutters.	Both SWs	Buffered Bike Lanes (road diet)	Good road diet candidate. buffered bike lanes. W to E: 12-11-12-2 5-5 (modified from Farr). Or, no buffer: 12-3-12-12-6 BL	1.91	5	High
East (N-bd)	Washington	Olive	4	10500	30	10	0	0-pvd	0	2	3.82	D	IDOT road, studied by Farr & Associates. 42-4' total w/ gutters.	Both SWs	Buffered Bike Lanes (road diet)	Good road diet candidate. buffered bike lanes. W to E: 12-11-12-2 5-5 (modified from Farr). Or, no buffer: 12-3-12-12-6 BL	1.76	6	High
Main (N-bd)	Olive	Miller	4	10900	30	11	0	0-pvd	0	2	3.73	D	IDOT road, studied by Farr & Associates. 44' total w/ gutters.	Both SWs	Buffered Bike Lanes (road diet)	Good road diet candidate. buffered bike lanes W to E: 13-12-12-2 buffer-5 BL. Or, no buffer: 13-12-13-6 BL. [Farr: 2L+BL+2-side parking]	1.84	6	High
Main (N-bd)	Miller	Center	3	10500	30	12	0	1.5	0	2.5	3.83	D	IDOT road, studied by Farr & Associates. 36.8' total w/ gutters.	Both SWs	Buffered Bike Lanes (road diet)	Fitting bike lanes (W-E: 11-7-11-11-5) ok but a little tight. Road diet candidate - 16-13-4 buffer-5 BL. Or, modified Farr: 8 parking-11.9-11.9-2-5.	1.63	6	High
Main	Center	Hamilton	4	17200	35	13	0	0-pvd	0	2	3.86	D	IDOT road. Divided, turn lanes. Gutters not always paved.	Most W-SW, some E-SW	Finish sidewalks (widen to sidewalk)	Complete SW on at least one side - high priority. Widening to SP on E-side low priority. Not enough room for BLs (Farr) unless 10.5' travel lanes or expanded.	3		High
Main	Hamilton	S of Woodrig	4	13600	45	12	0	2	0	2	4.03	D	IDOT road. Divided, turn lanes	W-SW	Widen to sidewalk	Add E-SW. Going to SP with on either side low priority.	2		Low
Main	S of Woodrig	I-74	4	14100	45	12	4	0	0	2	2.76	C	IDOT road. Divided. 9' shoulders w/shallow rumbles, no gaps, 4' clear zones.	None	Add sidewalk: better rumbles	When shoulders repaved, use new IDOT rumble strip standard w/ gaps. Add SW on at least one side.	2		Medium
Albert/East	Grove	Constitution Trail	2	2100	30	15	0	0-pvd	30	0	2.83	C	Off-street parking only. Better option than Grady to Front, due to tough Oakland crossing.	Both SWs	Bike lanes	SLIM 4' possible, but somewhat below target. 10' travel lanes would allow bike lanes 5-10-10-5.	2.10	4	High
Prairie	Empire	Walnut	2	850	30	15.2	0	0-pvd	30	0	2.35	B	E-side parking only. Heavier parking during school year?	Both SWs	None	11' SLIM, but close to Park/Prairie.	4		
Prairie	Walnut	Locust	2	1200	30	15.2	0	0-pvd	30	0	2.52	C	W-side parking only. 11' SLIMs S-bd (W), 4' N-bd (E), Bike Route signs.	Both SWs	Shared Lane Markings	SLIMs already - nothing else likely	4		Done
Prairie	Locust	Jefferson	2	1200	30	15.2	0	0-pvd	50	0	2.74	C	W-side parking only, more S. 11' sharrows S-bd (W), 4' N-bd (E); Bike Route signs.	Both SWs	Shared Lane Markings	SLIMs already - nothing else likely	4		Done
Prairie	Jefferson	Front	2	1200	30	11.7	0	0-pvd	0	0	2.58	C	S-bd has full 7' striped parking, not shown here, and 11' SLIMs. N-bd has 4' SLIMs elsewhere.	Both SWs	Shared Lane Markings	SLIMs already - nothing else likely	4		Done
Prairie	Front	Grove	2	1050	30	12	0	0-pvd	0	0	2.48	B	S-bd has some 7' striped parking. 19' lanes elsewhere.	Both SWs	Shared Lane Markings	SLIM 11' S-bd by parking, 4' elsewhere. SLIM 4' N-bd.	4		High
Franklin	Normal border	Emerson	2	2700	30	19.4	0	1.5	100	0	3.23	C	Divided. Stoplight w/ microwave detection (picks up bikes).	Both SWs	Shared Lane Markings	Only 11' SLIMs feasible, but well below target.	3		Medium
Franklin	Emerson	Beecher	2	1050	30	19.4	0	1.5	100	0	2.75	C	Divided	Both SWs	Shared Lane Markings	SLIM 11' possible, but somewhat below target.	7		High
Park	Beecher	University	2	900	30	14.2	0	0-pvd	90	0	2.98	C	Sharrows 11' - BR, STR signs. College parking.	E-SW, some W-SW	Shared Lane Markings	SLIMs already - nothing else likely	2		Done
Park	University	Walnut	2	800	30	17.8	0	0-pvd	90	0	2.67	C	Sharrows 11' - BR, STR signs. College parking.	Both SWs	Shared Lane Markings	SLIMs already - nothing else likely	2		Done
McLean	University	Empire	2	600	30	15.2	0	0-pvd	60	0	2.49	B	E-side parking only. Heavier parking during school year?	Both SWs	None	Bike Route wayfinding signs, but redundant route to Park		3	
McLean (N-bd)	Empire	Locust	2	1300	30	19.5	0	0-pvd	60	0	2.39	B	E-side parking only. Heavier parking during school year?	Both SWs	None	11' SLIM, but route is close to Park/Prairie.		3	

Street	From (WN)	To (ES)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
McLean (S-bd)	Empire	Locust	2	1300	30	10.9	0	0-pvd	0	0	2.71	C		Both SWs	None	4' SLM, but route is close to ParkPrairie.		3	
McLean	Locust	Washington	2	1500	30	20.5	0	1.3	40	0	2.02	B	Striped. Heavier parking by Washington	Both SWs	None	11' SLM, but route is close to ParkPrairie. BLs possible only if 1-side parking.		3	
McLean (N-bd)	Washington	Front	2	850	30	19	0	0-pvd	30	0	1.81	B		Both SWs	None	11' SLM, but route is close to ParkPrairie.		2	
McLean (S-bd)	Washington	Front	2	850	30	11.5	0	0-pvd	0	0	2.43	B		Both SWs	None	4' SLM, but route is close to ParkPrairie.		2	
McLean (N-bd)	Front	Oakland	2	850	30	12	0	0-pvd	0	0	2.37	B		Both SWs	None	4' SLM possible		2	
McLean (S-bd)	Front	Oakland	2	850	30	18.9	0	0-pvd	70	0	2.38	B	Industrial dead-end S of Oakland	Both SWs	None	11' SLM possible		2	
Fell	Normal border	Emerson	2	1550	30	11	0	1	0	0	2.79	C	Bridge. Tough Emerson Xing. Normal to add SLM when resurfaced.	Both SWs	None	Bike Route wayfinding signage, or 4' SLM, but somewhat below target.		5	
Fell	Emerson	University	2	900	30	13.5	0	0-pvd	20	0	2.46	B	Big trees. Waste parking only.	Both SWs	None	Bike Route wayfinding signage		3	
Clayton	Buchanan	Lincoln	2	650	30	13	0	0-pvd	30	0	2.45	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		7	High
Const. Tr. SE extension	Lincoln	Bunn											Along active railroad. City ROW owned SE to Bunn only.		Trail	W-side of active railroad tracks		3	High
Bunn	Oakland	Croxtown	2	3700	30	13.2	0	0-pvd	10	1	3.24	C		Both SWs (gap at Croxtown)	None	Parking too low for 11' SLM. Bike Route signage but well below target.		2	
Bunn	Croxtown	Lincoln	2	3550	30	13.2	0	0-pvd	0	0.5	3.01	C	Parking allowed W-side, but not seen. Currently, a link from trail S-end to Lincoln.	None	None	If W-side parking banned, SLM 4' both sides. Otherwise, Bike Route signage, but somewhat over target. Better to extend trail S to Lincoln.		24	
Bunn	Lincoln	Lafayette	2	3300	30	20.5	0	1.5	30	0.5	2.32	B	Parking 40% S-bd, 10% N-bd	Both SWs	None	Parking too high for CBPL. SLM 11' possible but not ideal at this parking level. Bike Route signage. Instead, rail-trail to be used Lincoln to Bunn (S of Veterans).		17	
Bunn	Lafayette	Veterans	2	3300	30	11	0	0	0	0.5	3.24	C	Rough pavement. Narrow underpass of Veterans. Saw bike.	None	Add sidewalk	Add W-SW. 3-4' paved shoulders possible, but Veterans underpass narrow. Instead, rail-trail to be used Lincoln to Bunn (S of Veterans).		17	Medium
Bunn	Veterans	RR Xing	2	3300	35	11	0	0	0	0.5	3.34	C	Skewed railroad crossing	None	None	Add W-SW. 3-4' paved shoulders possible, extra for perpendicular RR Xing. Instead, rail-trail to be used Lincoln to Bunn (S of Veterans).		16	
Bunn	RR Xing	Hamilton	2	2850	35	11	0	0	0	0.5	3.29	C		None	Paved shoulders, add sidewalk	3 or 4' paved shoulders. SW on one (W7) side. Rail-trail ROW not owned SE of here, so Bunn become route S.	2.27	16	High
Bunn	Hamilton	Woodrig	2	1000	35	10	0	0	0	0.5	2.84	C		None	Paved shoulders, (add sidewalk)	3 or 4' paved shoulders. SW on at least one (W7) side when developed.	1.90	9	Medium
Constitution Tr extension	Croxtown	Lincoln													Trail			2	High
Ethel	Normal border	Emerson	2	1000	30	13.5	0	1.5	5	0	2.33	B	Meets Belt Avenue, part of Norma's plan.	None	Bike Route signage, add sidewalk	Bike Route wayfinding signage. Add E sidewalk.		3	Medium
Colton	Emerson	Empire	2	750	30	14.1	0	0-pvd	20	0	2.29	B	Speed tables. N-bd 40% parking, banned S-bd.	E-SW, some W-SW	Bike Route signage	Bike Route wayfinding signage		3	Medium
Colton	Empire	Locust	2	1450	30	19	0	0-pvd	8	0	1.70	B	Turn lanes by Empire.	Both SWs	Combined Bike/Parking Lanes	If parking <10%, 7 CBPL-12-12-7, with SLM 11' at always-high parking locations. Or, Bike Route wayfinding signage only.	0.71	3	Medium
Colton	Locust	Washington	2	2500	30	20.2	0	0-pvd	15	0	1.89	B	Possible heavier parking S?	W-SW, some E-SW	Combined Bike/Parking Lanes	If average parking <10% or heavy parking areas isolated, 7.5 CBPL-12-12-7-7.5 with SLM 11' at high parking. Otherwise, Bike Route signage.	0.92	4	Medium
Commerce	Gilmore	Veterans	2	1550	30	14	0	0-pvd	0	0.5	2.49	B	Turn lanes, width varies	Both SWs	None	SLM 4' possible.		2	
Commerce	Veterans	Hamilton	2	6700	30	13	0	0-pvd	0	0.5	3.36	C	Turn lanes. CLTL 30' total. Much lower traffic away from Veterans.	Both SWs	None	SLM 4' possible, but well below target. No good road options unless CLTL removed. Not ideal SP location - Xings.		2	
Morrissey	Croxtown	Lincoln	2	7350	35	11.4	0	0	0	2.5	4.07	D	IDOT road. Stone shoulders few feet.	Some W-SW	Add Sidewalk	Paved 5' shoulders. Complete SW on at least one side. E-SP feasible.		4	Medium
Morrissey	Lincoln	Lafayette	2	9000	35	12	0	2	0	2.5	4.10	D	IDOT road. CLTL 38+2'	Some W-SW	Add Sidewalk	Complete SW on at least one side. E-SP feasible.		4	High
Morrissey	Lafayette	Veterans	2	9000	35	13	0	1.5	0	3	4.08	D	IDOT road. CLTL 50+1.3'. Turn lanes by Veterans.	None	Add Sidewalk	Complete SW on at least one side.		5	High
Morrissey	Veterans	Hamilton	4	10400	40	12	0	2	0	2	3.82	D	IDOT road. CLTL 63+2'. Concrete.	None	Add Sidewalk	Complete SW on at least one side. SP relatively feasible on either side.		5	High
Morrissey	Hamilton	Woodrig	4	11400	40	12	0	2	0	2	3.86	D	IDOT road. CLTL 63+2'. Concrete.	None	Add Sidewalk	Complete SW or SP (feasible) on one side.		2	Low
Morrissey	Woodrig	Hershey	2	5200	55	12	4	0	0	2	2.72	C	ADT seems higher	None	None	Paved shoulders close to target.		2	
Towanda	Vernon	Jersey	4	15300	30	11.5	0	1.3	0	1	3.69	D	CLTL 50+1.3'. Norma's plan calls for sidewalk.	Both SWs	Widen to sidewalk	BL only possible if CLTL removed. Widening a SW to SP low priority.		16	Low
Towanda	Jersey	Fairway	4	11300	30	11.5	0	1.3	0	1	3.53	D	Turn lanes by Jersey, Fairway	E-SW, most W-SW	Widen to sidewalk	Complete W-SW. Widening a SW to SP low priority. BL only possible if CLTL removed.		15	Low
Towanda	Fairway	Empire	4	10400	30	11.5	0	1.3	0	1	3.49	C	CLTL 50+1.3'. Near Empire, median raised, then painted.	E-SW	Add sidewalk	Add W-SW. BL only possible if CLTL removed.		15	Low
Towanda (N-bd)	Empire	Locust	6	9900	35	12	0	0-pvd	0	2	3.49	C	IDOT road. Divided road.	None	Add sidewalk	Add SW (or SP) on at least one side. Road diet to 2 N-bd lanes feasible, for BL - but not feasible S-bd.		14	High
Towanda (S-bd)	Empire	Locust	4	9900	35	12	0	0-pvd	0	2	3.70	D	IDOT road. Divided road.	None	Add sidewalk	Add SW (or SP) on at least one side. Road diet to 2 N-bd lanes feasible, for BL - but not feasible S-bd.		14	High

Street	From (WIN)	To (E/S)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Towanda	Locust	Washington	4	8500	30	11.1	0	0-pvd	0	0.5	3.36	C	CLTL 56.3'. Raised median, turn lanes by Washington, Empire	Most E-SW, some E-SW	Finish sidewalk	Complete W-SW. Widening a SW to SP low priority. BL only possible if CLTL removed.		14	High
State (N-bd)	Washington	Grove	2	4350	30	19	0	0-pvd	40	0	2.79	C		Both SWs	Shared Lane Markings	SLM 4' possible, but somewhat below target.		8	Low
State (S-bd)	Washington	Grove	2	4350	30	11.4	0	0-pvd	0	0	3.27	C		Both SWs	Shared Lane Markings	SLM 11' possible, but well below target.		8	Low
State	Grove	Oakland	2	1950	30	14	0	0-pvd	20	0	2.76	C		Both SWs	Bike Route signage	Bike Route wayfinding signage, but somewhat below target		1	Low
Meadows	Oakland	Maizefield	2	600	30	13	0	0-pvd	10	0	2.19	B	Oakland Xing difficult	None	Bike Route signage	Bike Route wayfinding signage		1	Low
O'Connell	Maizefield	Croxtan	2	300	30	12.5	0	0	20	0	2.01	B		None	Bike Route signage	Bike Route wayfinding signage		1	Low
McGregor	Oakland	Croxtan	2	1450	30	13.1	0	0-pvd	5	0	2.57	C		Some E-SW, some W-SW	None	Bike Route wayfinding signage, but somewhat below target		3	
McGregor	Croxtan	Lincoln	2	1300	30	13.1	0	0-pvd	0	0	2.45	B	No S-bd parking, by golf course.	Some E-SW	None	Bike Route wayfinding signage, finish E-SW and possibly add W-SW.		3	
McGregor	Lincoln	Lafayette	2	1850	30	13	0	1.3	15	0	2.82	C		Both SWs	None	Bike Route wayfinding signage, but somewhat below target		1	
Vale (N-bd)	Washington	Grove	2	700	30	10.3	0	0-pvd	0	0	2.46	B		Both SWs	None	Bike Route wayfinding signage		5	
Vale (S-bd)	Washington	Grove	2	700	30	19.7	0	0-pvd	25	0	1.51	B	2-W stop at Grove	Both SWs	None	Bike Route wayfinding signage		5	
Vale (N-bd)	Grove	Oakland	2	950	30	10.9	0	0-pvd	0	0	2.55	C	Tough Xing of Oakland	Both SWs	Bike Route signage	Bike Route wayfinding signage, but somewhat below target		5	Medium
Vale (S-bd)	Grove	Oakland	2	950	30	19.1	0	0-pvd	10	0	1.51	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		5	Medium
Vale	Oakland	Lincoln	2	650	30	13.5	0	1.5	5	0	2.11	B	5% S-bd parking, no N-bd. No SWs S of Golden. Needs repaving.	Some E-SW, some W-SW	Bike Route signage	Bike Route wayfinding signage		3	Medium
Capodice	Woodrig	south end	2	1850	45	10.3	0	0	0	0.5	3.25	C		None	Paved shoulders	Paved 3-4' shoulders. Or. rail-trail towards Downs.	2.28	6	Low
Mercer	Country Club	Washington	2	900	30	10.8	0	1.7	0	0	2.54	C		None	None	Bike Route wayfinding signage. Add SW one side.		3	
Mercer	Washington	Grove	2	5500	30	13.5	0	1.3	0	0	3.13	C	Parking not allowed. Turn lanes at Washington.	None	Paved shoulders, add sidewalk	Not enough room for BLS. 3-8-11-11-3-8 "shoulders"/fog lines with Bike Route signage possible. Or. BR signage only, but well below target. Add SW on at least one side. See Comments of #1451 for options.	2.31	7	Medium
Mercer	Grove	Oakland	2	6100	30	13.5	0	1.3	0	0	3.18	C	Parking not allowed. Turn lanes at Oakland	None	Paved shoulders, add sidewalk	Not enough room for BLS. 3-8-11-11-3-8 "shoulders"/fog lines with Bike Route signage possible. Or. BR signage only, but well below target. Add SW on at least one side.	2.36	7	Medium
Mercer	Oakland	Lincoln	2	4600	30	18.1	0	0-pvd	0	0	2.31	B	Parking allowed, except by Lincoln, Oakland	None	Bike lanes (remove parking) or backup options; add sidewalk	Low parking = no SLM 4' or 11'; too narrow for CBPLs. 5 BL-13-1-13-1-5 possible if no parking. Otherwise, Bike Route wayfinding signage. Add SW on at least one side.	1.28	6	Medium
Mercer	Lincoln	Veterans	4	5200	30	10.9	0	1.3	0	0	3.06	C	Concrete, no parking. Turn lanes at Veterans	Both SWs	Bike lanes (road diet)	Excellent road diet candidate: 5 BL-12-11-12-5. 58' at Veterans allows (W-to-E): 12 RT lane-5 BL-12-12 LT lane-12-5.	1.24	6	High
Mercer	Veterans	Ireland Grove	4	4350	30	11.5	0	1.5	0	0	2.90	C	CLTL 60.3' total + gutters.	Both SWs	Bike lanes (road diet)	Excellent road diet candidate. 5-to-3: 5 BL-3 buffer-14-16-14-3-5. 5-to-4: 5 BL-13-12-12-19-5. Bike lanes can be carried through to Veterans.	0.67	4	High
Mercer	Ireland Grove	Hamilton	4	2450	40	11	0	1.7	0	0	2.82	C	Divided, concrete. Turn lanes.	None	Add Sidewalk	Add SW on at least one side. SP width appropriate.		4	High
Fairway	Towanda	Empire	2	8500	30	16.5	0	1.5	2	0	2.93	C	Parking ok. Narrower due to turn lanes by Towanda, Empire	Some E-SW	Bike lanes (remove parking) or backup options	If parking banned, then 5.5 BL (w/ gutter)-12.5-12.5-5.5. Backup: combined bike/parking lanes 7-11-11-7, or Bike Route wayfinding signage only (somewhat below target)	1.66	4	High
Fairway	Empire	Eastland	4	10100	30	10.5	0	1.5	0	0	3.44	C	Painted, raised medians W side of mail - raised stops road diet	E-SW, most W-SW	Bike lanes (road diet)	Consider road diet long term: remove medians, 5 BL (w/ gutter)-12-11 CLTL-12-5 BL. Else: 4 SLMs, but well below target.	1.57	5	High
Regency	Eastland	Washington	4	6400	30	10.5	0	1.5	0	0	3.21	C	Gutters paved for much	Both SWs	Bike lanes (road diet)	Excellent road diet candidate: 5 BL (w/ gutter)-12-11 CLTL-12-5 BL.	1.34	5	High
Regency	Washington	Oakland	4	4000	30	10.5	0	1.5	0	0	2.97	C	Gutters paved for much	Both SWs	Bike lanes (road diet)	Excellent road diet candidate: 5 BL (w/ gutter)-12-11 CLTL-12-5 BL.	1.10	1	High
Four Seasons	Oakland	N of Clobberin	2	5200	30	12	0	1	0	0	3.29	C	Turn lanes, lane tapering. ADT lower away from Oakland.	Both SWs	Shared Lane Markings	SLM 4' possible, but well below target. Higher priority if no Veterans W-SP built.		0	Medium
Four Seasons	N of Clobberin	Lincoln	2	2750	30	14	0	1	0	0	2.70	C	No stoplight at Lincoln	Both SWs	Shared Lane Markings	SLM 4' possible, but somewhat below target. Higher priority if no Veterans W-SP built.		0	Medium
Veterans	College	Vernon/ Gen. Electric	6	49000	45	12	0	1.3	0	1	4.22	D	Divided, turn lanes. 13-14' outer lanes where no R-turn lanes. Constitution Trail underpass.	None	Add sidewalk	SP on one side, SW on other. Using right corner islands at intersections. Links to Constitution Trail underpass.	6	High	
Veterans	Vernon/ Gen. Electric	Empire	6	45000	45	12	0	1.3	0	1	4.22	D	Divided, turn lanes. 13-14' outer lanes where no R-turn lanes. W frontage: IAA. E: Holiday & sidewalk link. Clearwater-Empire	None	Add sidewalk	Add W-SP (E-side of IAA). E-SW. Clearwater intersection needs N-to-Xing, S-face Xing moved to island, and BLS on Clearwater.	5	High	
IAA Dr	Vernon	Kurt	2	6500	30	12	0	1.3	0	0	3.40	C	CLTL 36' + gutters	W-SW	Add sidewalk	See Veterans for SP on E-side of IAA.	5	High	
IAA Dr	Kurt	Empire	2	4450	30	13.5	0	1.3	0	0	3.02	C	W frontage road for Veterans	Most W-SW	None	Complete W-SW. See Veterans for SP on E-side of IAA.	5		
Veterans	Empire	Oakland	6	42000	45	12	0	1.3	0	1	4.18	D	Divided, turn lanes. 13-14' outer lanes where no R-turn lanes. E-side: Eldorado and sidewalks	None	Add sidewalk	Add W-SP, complete E-SW. Add BLS and Xwalks (using islands) at all intersections. Add BLS to cross streets at Eastland, Washington, Jackson Intersections.	5	High	

Street	From (WIN)	To (E/S)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Veterans	Oakland	Lincoln	6	35900	45	12	0	1.3	0	1	4.10	D	Divided, turn lanes. 13-14' outer lanes where no R-turn lanes.	None	Add sidewalk	Add W-SP and Xwalks (using islands) at all intersections. Add BLS to cross streets at Oakland, Lincoln intersections.		4	High
Eldorado	Oakland	Lincoln	2	2600	30	13.5	0	1.5	0	0	2.75	C	E frontage road for Veterans	E-SW	None	Nothing further beyond Veterans recommendation.		4	
Veterans	Commerce	Lincoln	6	31000	45	12	0	1.3	0	1	4.03	D	Divided, turn lanes. 13-14' outer lanes where no R-turn lanes.	None	Add sidewalk	SP on one side, SW on other. Add SW and Xwalks (using islands) at all intersections. Add BLS to cross streets at Mercer, Commerce intersections.		2	High
Veterans	Morris	Commerce	4	26000	45	12	3	1.3	0	1	3.25	C	5+ paved shoulders mostly, except by turn lanes. Main bridge	None	Bridge improvement	Fewer direct destinations, harder to achieve off-road accommodations on this segment. Add 6-8 shoulders when bridges reconstructed. Focus on improving alternative routes.		2	Medium
Prospect	Empire	Washington	2	7200	30	11.7	0	1	0	0.5	3.56	D	CLTL avg 35' total + gutters. Lights at Empire, Washington	Most E-SW, some W-SW	None	BLS only possible if CLTL removed. SLIM 4' possible but well below target.		2	
Prospect	Washington	Oakland	2	5700	30	11.3	0	1	0	0.5	3.49	C	CLTL 34.3' total + gutters.	Both SWs	None	BLS only possible if CLTL removed. SLIM 4' possible but well below target.		2	
Broadmoor	Oakland	Lincoln	2	1100	30	12	0	0-pvd	10	0	2.62	C	Turn lanes. Jog on Oakland from Prospect to Broadmoor.	E-SW, most W-SW	None	Bike Route wayfinding signs, but below target.		2	
Hershey	Fort Jesse	Gen. Electric	4	10600	40	12	0	1.5	0	0.5	3.53	D	Normal's plan calls for BL (road diet?).	W-SW, most E-SW	Widen to sidewalk	Complete E-SW when developed. Widening a SW to SP width is feasible. Road diet still feasible now, dep. on future ADT.		7	Low
Hershey	Gen. Electric	Clearwater	4	11300	30	12.5	0	0-pvd	0	0.5	3.34	C		Both SWs	Widen to sidewalk	Widening a SW to SP width is feasible, but not at single-family front yards. Road diet still feasible now, dep. on future ADT.		18	Low
Hershey	Clearwater	Empire	4	13500	30	12.5	0	0-pvd	0	0.5	3.43	C		Both SWs	Widen to sidewalk	Widening E-SW to SP width is feasible. Road diet still feasible now, dep. on future ADT.		17	Low
Hershey	Empire	Washington	4	17700	35	10	0	1.5	0	0.5	3.95	D	CLTL 57.5' total	W-SW, most E-SW	None	Complete E-SW. Many Xings make SP less feasible. BLS possible if CLTL removed: 5-12-11, 7-11, 7-12-5.		19	
Hershey	Washington	Oakland	4	15000	30	10	0	1.5	0	0.5	3.76	D		Both SWs	None	No on-road options w/o widening. Not suitable for SPs.		19	
Hershey	Oakland	Mockingbird	4	10900	30	11	0	1.5	0	0.5	3.50	C	Concrete	Both SWs	Widen to sidewalk	Widening E-SW to SP width is feasible. Road diet still feasible now, dep. on future ADT.		19	Low
Hershey	Mockingbird	Lincoln	4	10600	30	11	0	1.5	0	0.5	3.48	C	Concrete	E-SP, most W-SW	None	Complete W-SW. Road diet still feasible now, dep. on future ADT.		19	
Hershey	Lincoln	Manor	4	10500	30	11	0	1.5	0	0.5	3.48	C	Concrete	Both SWs	Widen to sidewalk	Widening W-SW to SP width is feasible. Road diet feasible, dep. on future ADT.		19	Low
Hershey	Manor	Ireland Grove	4	8000	35	11	0	1.5	0	0.5	3.44	C	Concrete	E-SW, most W-SW	Widen to sidewalk	Complete W-SW. Widening W-SW to SP width is feasible. Road diet feasible, dep. on future ADT.		4	Low
Hershey	Ireland Grove	Hamilton	4	7000	40	11	0	1.5	0	0.5	3.44	C	Concrete	None	Add sidewalk	Add E-SW. Add W-SP when developed.		3	Develop
North Pointe Trail (by Oakwood)	Fort Jesse	College	2	1000	30	13.5	0	1.5	0	0	2.26	B	1500 ADT S, 550 N.	Both SWs	Bike Route signage	Bike Route wayfinding signage, when trail is developed. College Xwalks and link to S-SP needed.		0	Medium
Airport	Fort Jesse	College	2	7700	40	11	0	1.7	0	0.5	3.84	D	City ROW	E-SW, some W-SW	Trail			0	Medium
Airport	College	Gen. Electric	4	10300	45	12	0	1.5	0	0.5	3.58	D	Turn lanes. Normal's plan calls for sidewalk.	W-SP, E-SW	Widen to sidewalk	Complete W-SW. Widening E-SW to SP width is feasible.		4	Low
Airport	Gen. Electric	Gill	4	11300	40	11.5	0	1.5	0	0.5	3.63	D	Turn lanes	W-SP, E-SW	None			1	
Airport	Gen. Electric	Gill	4	11300	40	11.5	0	1.5	0	0.5	3.63	D	Turn lanes	Both SWs	Widen to sidewalk	Widening E-SW to SP width is feasible.		6	Low
Airport	Comellus	Empire	4	9600	40	11.5	0	1.5	0	0.5	3.55	D	Turn lanes	E-SP, W-SW	None			6	
Oakland/ Strelid	Const. Tr. /White Eagle	Const. Tr. /White Eagle	2	5700	45	11.6	0	0	0	0.5	3.68	D	Store shoulders	None	Add Sidewalk	Add E-SP when developed.		3	Develop
Strelid	Constit. Tr. /White Eagle	Ireland Grove	2	3950	50	11.6	0	0	0	0.5	3.54	D	Turn lanes	Some W-SW	Add Sidewalk	Pave 4' shoulders. Add W-SP		3	Medium
Towanda Barnes	Raab	Fort Jesse	2	5000	55	11.5	0	0	0	1	3.81	D	McLean Hwy Dept road. Stone shoulders. Turn lanes. Normal's plan calls for sidewalk.	None	Add Sidewalk	Pave 4' shoulders. Add W-SP		9	Medium
Towanda Barnes	Fort Jesse	Gen. Electric	4	8600	45	12	0	1.5	0	1	3.59	D	McLean Hwy Dept road. CLTL 62+1.5'. Turn lanes	None	Add Sidewalk	Pave 4-6' shoulders. Add W-SP		6	High
Towanda Barnes	Gen. Electric	Empire	4	10300	45	12	0	1.5	0	1	3.68	D	McLean Hwy Dept road. CLTL 62+1.5'. Turn lanes	None	Add Sidewalk	Add W-SP		8	High
Towanda Barnes	Empire	Ireland Grove	4	11900	55	12	0	0	0	1	3.84	D	McLean Hwy Dept road. CLTL 62+1.5'. Stone shoulders. Turn lanes, 45mph by intersections.	None	Add Sidewalk	Add W-SP		12	High
Towanda Barnes trail	Ireland Grove	south end	4	9100	55	12	0	0	0	1	3.71	D	McLean Hwy Dept road. CLTL 62+1.5'. Stone shoulders. Turn lanes	None	Add Sidewalk	Pave 4-6' shoulders. Add W-SP		12	High
BNWRD Trail	PJ Ivvin Park	Miller Park											Includes underpass of Morris	None	Add Sidewalk			3	Develop
BNWRD Trail	Const. Tr. W (Washington)	White Oak Park											Along Water Reclamation District ROW	Trail	Trail			0	Medium
BNWRD Trail	White Oak Park	Const. Tr. N											Along Water Reclamation District ROW	Trail	Trail			0	High
BNWRD Trail	Const. Tr. N	Const. Tr. E.											Along Water Reclamation District ROW	Trail	Trail			0	Medium

Appendix 5

Summary of Major Funding Sources

Some of the most commonly used funding sources for bicycle and pedestrian projects are listed below. The funding landscape is always evolving. Check www.bikelib.org/bike-planning/bikeway-funding-tips for updates.

Illinois Transportation Enhancements Program (ITEP)

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDOT. Calls for applications have been irregularly scheduled. In recent years in which grants were offered, applications have been due in spring.
- ITEP is one component of the federal Transportation Alternatives Program (TAP), along with Safe Routes to School, Recreational Trails Program, and suballocated TAP dollars administered by Illinois' five largest urbanized regions.
- Due to 2012 changes in federal law, Illinois receives less TAP money than the previous sum of its three components. However, grants announced in April 2014 totaled \$52.7M – an estimated three years of IDOT's ITEP funding – with a very high fraction going to bicycle-related projects.
- High funding demand to supply ratio (5:1 in 2013-2014).
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.

With more stringent federal engineering standards and review processes, this source is better suited for significant (\$400K to \$1M+) bikeway projects and those requiring substantial engineering work, such as bridges. In part to accommodate the tremendous demand, medium-sized projects are usually funded more than very large projects.

Illinois State Bike Grant Program

- State source with 50% state, 50% local cost shares and a \$200K grant (\$400K project) limit.
- Reimbursement grant administered annually (March 1) by IDNR.
- Pre-2007 average of \$2.5M per year, with a \$200K limit (except for land acquisition projects). After a five year hiatus due to the State's financial crisis, the program was reinstated in 2013 and 2014 with \$1M in grants.
- Typically a 2:1 ratio of applications to grants.
- Only off-road trails and bikeways are eligible.

Much simpler process and standards as these remain local, not IDOT/federal, projects. Good for simpler projects and those that can easily be phased. Many agencies prefer these over ITEP/TAP, even though the cost share is higher, due to grant administrative burden and costs.

Recreational Trails Program

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDNR with IDOT. Annual March 1 deadline.
- \$1.5M per year. About half is dedicated for non-motorized, off-road trails emphasizing underserved user types. \$200K limit (except for land acquisition projects).
- Much less competitive, with application demand usually not much more than grant supply.

This has been an underutilized source. Because of the decline of the Illinois State Bike Path Grant program, more standard multi-use (bike) trails are getting funded recently. A good target range is \$100-200K.

Illinois Safe Routes to School program

- Federal source with 80% federal/state, 20% local cost shares; reimbursable grants. SRTS is a component of Transportation Alternatives Program funding.
- Administered by IDOT.
- An application cycle for \$6M, or two years of funding, was due February 2014. However, grants have not yet been announced, as of October 2014. \$5M will go toward for infrastructure projects (\$200K limit each) within 2 miles of schools serving any K-8 grades. \$1M will go for education and encouragement programs for the same grades, with an application maximum of \$30K.
- Demand to supply ratio was 2:1 in 2008 and 2011. Non-infrastructure grants are much less competitive.
- The next cycle depends on continued federal funding past September 2014.

Sidewalk/sidepath, trail link, and road crossing projects fare well under the SRTS program.

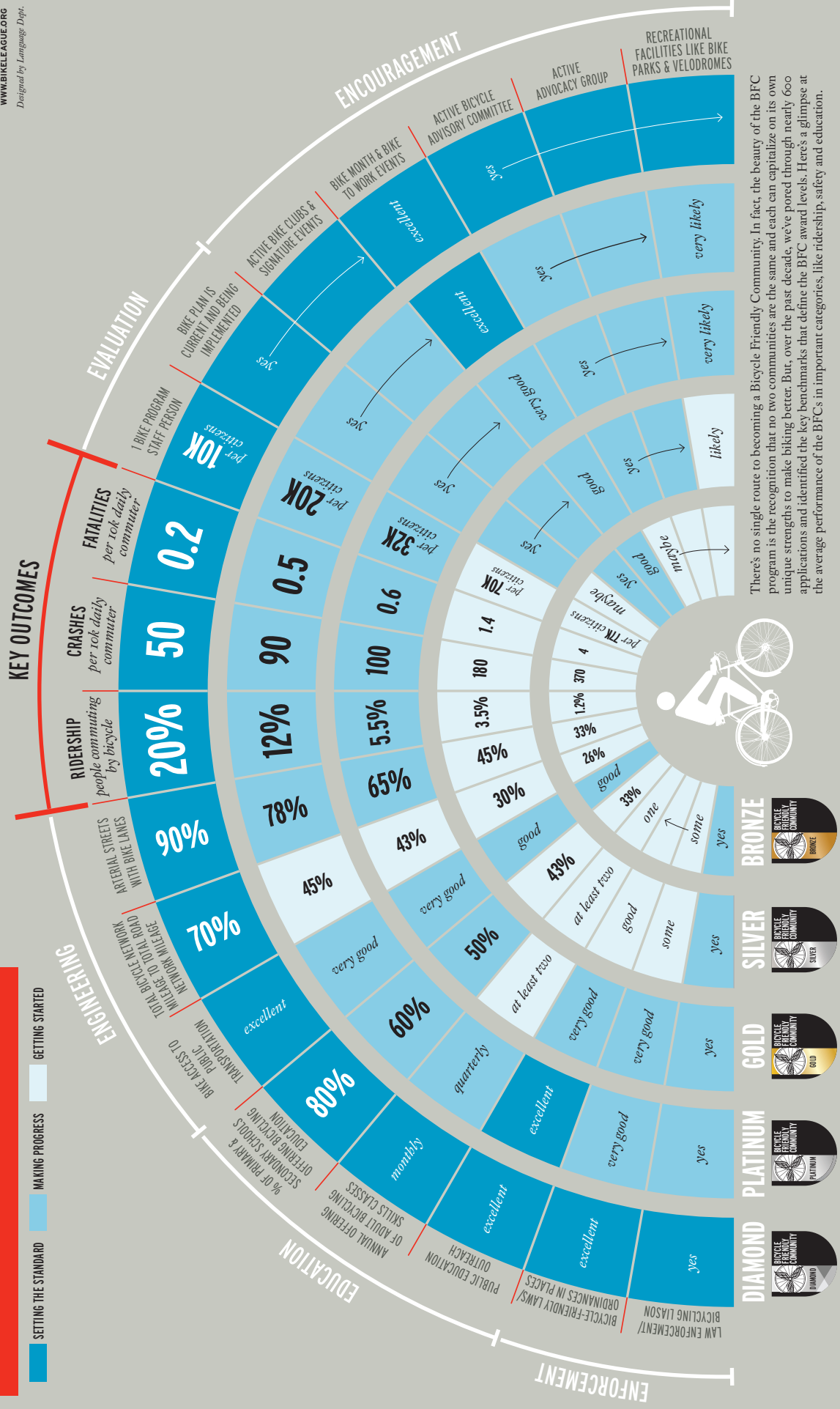
Non-Government Sources

Private foundations, local businesses and individual donors can be another resource, especially for high profile projects. The national focus on public health is also creating more opportunities for active transportation. Many high profile organizations, such the Robert Wood Johnson Foundation, are committing resources to projects that promote public health.

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Appendix 6

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There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.



FOR COUNCIL: May 11, 2015

SUBJECT: Proposed \$2.4 million Street Resurfacing Program for the 2015 Construction Season

RECOMMENDATION/MOTION: Informational.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities

STRATEGIC PLAN SIGNIFICANCE: Objective 2a. Better quality roads and sidewalks

BACKGROUND: Bids were scheduled to be opened today for the new resurfacing contract and sidewalk contract. Additionally, the City budgeted for pavement preservation.

Last year was a record year for resurfacing. About \$8.2 million of a \$10 million bond went to resurfacing. This year, the resurfacing program was limited to revenue from the local Motor Fuel Tax. Of that, \$1.9 is budgeted for actual street improvement, \$400,000 for sidewalks and ADA-compliant sidewalk ramps and \$75,000 for Reclamite pavement preservation (not the material behind last year's dust issue). The Justice Department considers street resurfacing to be a major renovation which makes upgrading the sidewalk ramps an ADA federal compliance requirement.

This year, there is an emphasis on smaller, residential streets. Just one (1) arterial, E. Oakland Ave., is in the bid package. The City also is in first year of implementation of the Sidewalk Master Plan, a final draft of which is being completed.

The maps for this year's street resurfacing and street and alley maintenance are attached.

STREET NAME	LOCATION
Oakland Ave	Hershey St thru Priscilla Ln
Watford Dr	Oakland Ave to Cumbria Dr
Market St	East St to Robinson St
Clayton St	Washington St to Douglas St
Delmar Ln	Fairway Dr to Rowe Dr
Hillside Ct	W/O Bradley Dr
Hillside Ln	Radliff Dr to E/O Delmar Ln
Riley Dr	Mecherle Dr to Bradley Dr
Robinhood Ln	Fairway Dr thru Mecherle Dr
Rowe Dr	Delmar Ln to IAA Dr
Bissell St	Low St to Koch St
Lincoln St	Koch St to Madison St
Catherine St	Market St to Monroe St

ALLEY	LOCATION
from Seminary Ave northward to dead end	east of Ewing St
University St to Emerson St	east of Clinton Blvd

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable

FINANCIAL IMPACT: The resurfacing program is budgeted to come exclusively from local Motor Fuel Tax. \$2.4 million is anticipated to be collected over the 12 months of the FY 2016 Budget. Stakeholders can locate the budgeted revenue in the FY 2016 Proposed Budget Book titled “Budget Overview & General Fund” on page 112 under Non-Departmental-Local Motor Fuel Tax (10010010-50020). The proposed expense for the resurfacing, sidewalks and ADA-compliant sidewalk ramps can be located in the FY 2016 Proposed Budget titled “Other Funds & Capital Improvement Program” on page 74 under Capital Improvement-Street Construction (40100100-72530) for \$2,000,000 and Capital Improvement-Sidewalk Construction (40100100-72560) totaling \$400,000.00.

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Public Works Director

Reviewed by: Steve Rasmussen, ACM

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments: Attachment 1. Map General Resurfacing FY
Attachment 2. Map Street & Alley Repair FY
Attachment 3. Map 2014 Project
Attachment 4. Presentation

Motion: Informational.

Motion: _____

Seconded by: _____

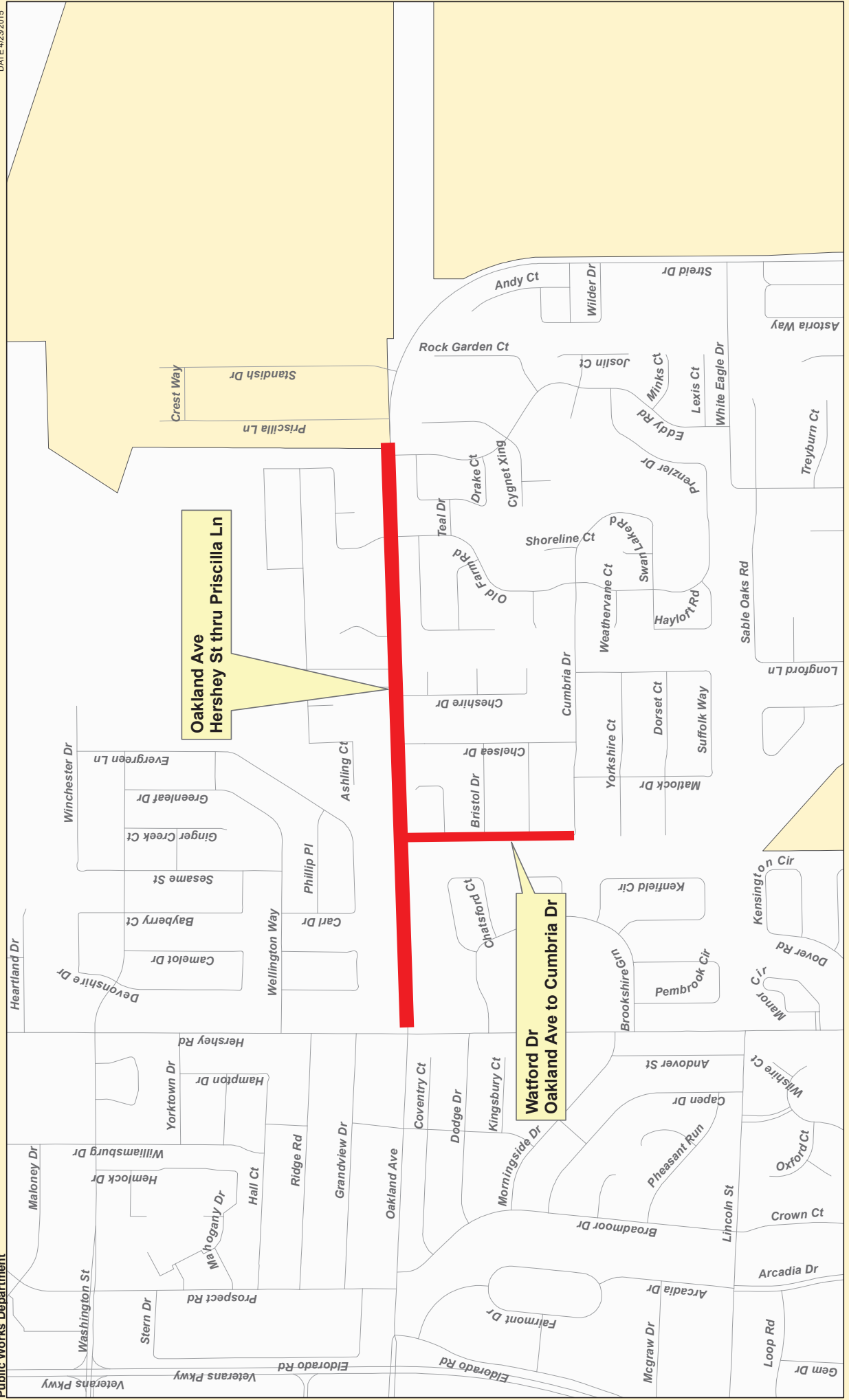
	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

GENERAL RESURFACING FY 2016 LOCATIONS



0 550 1,100 2,200 Feet

DATE 4/23/2015

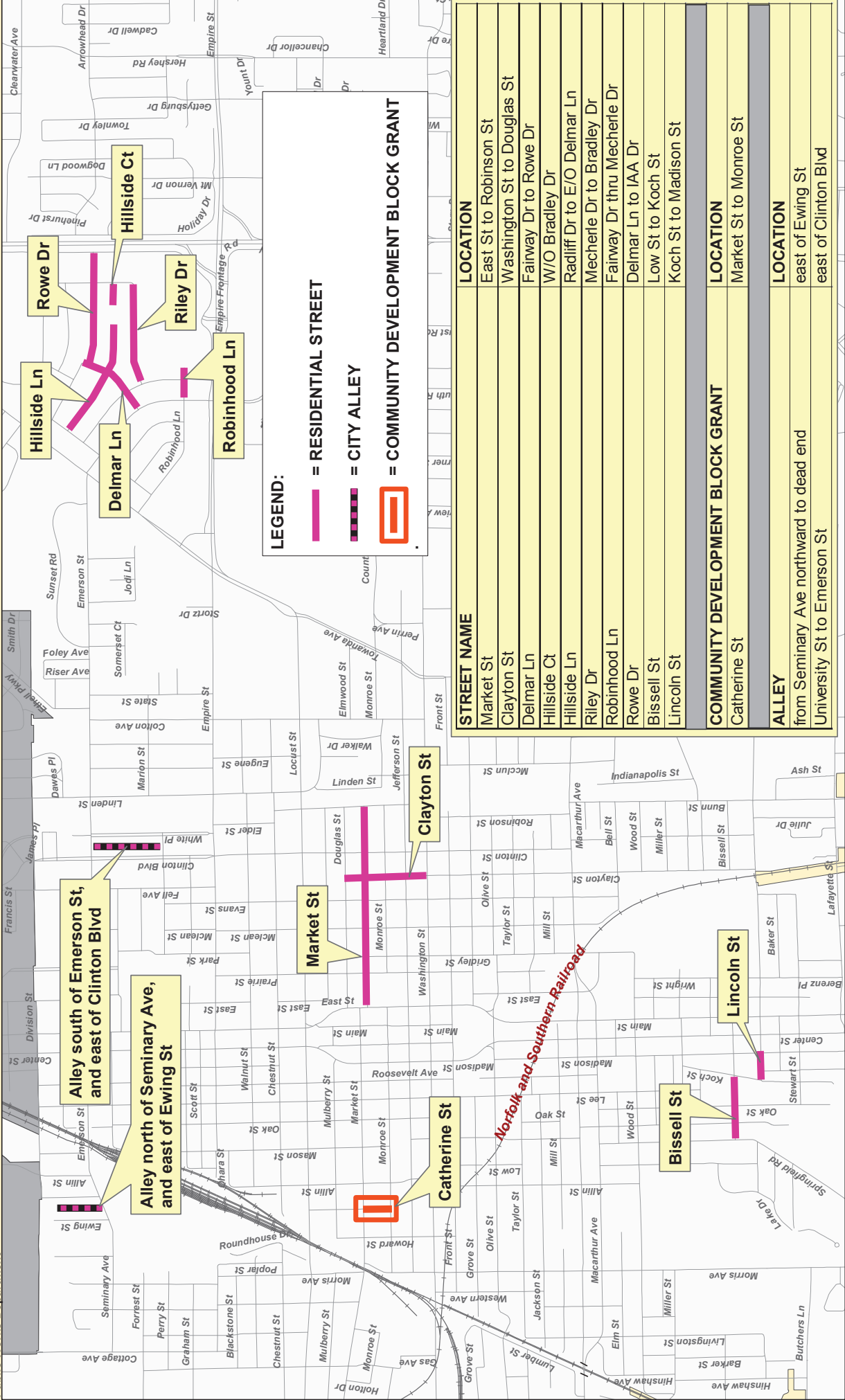


STREET & ALLEY REPAIR FY 2016 LOCATIONS

DATE 4/23/2015



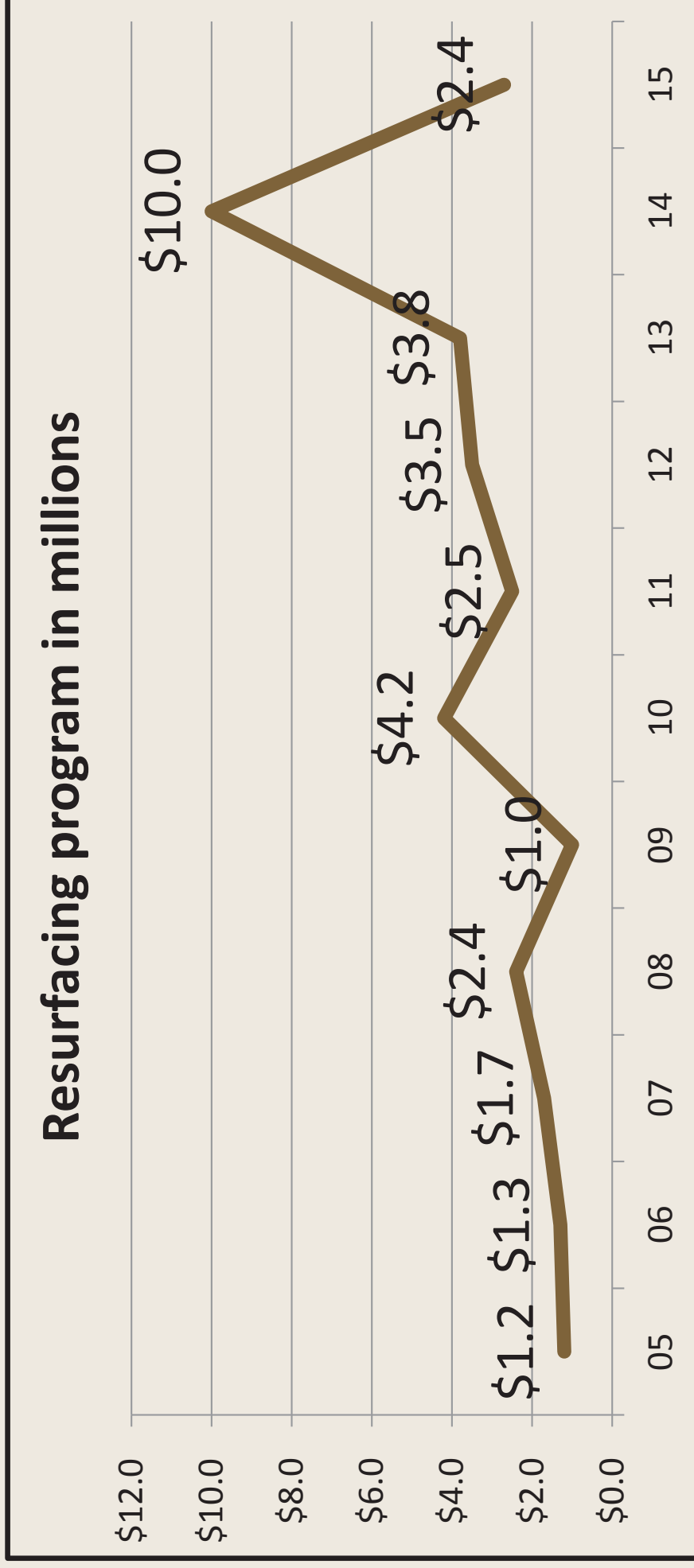
0 1,000 2,000 4,000 Feet



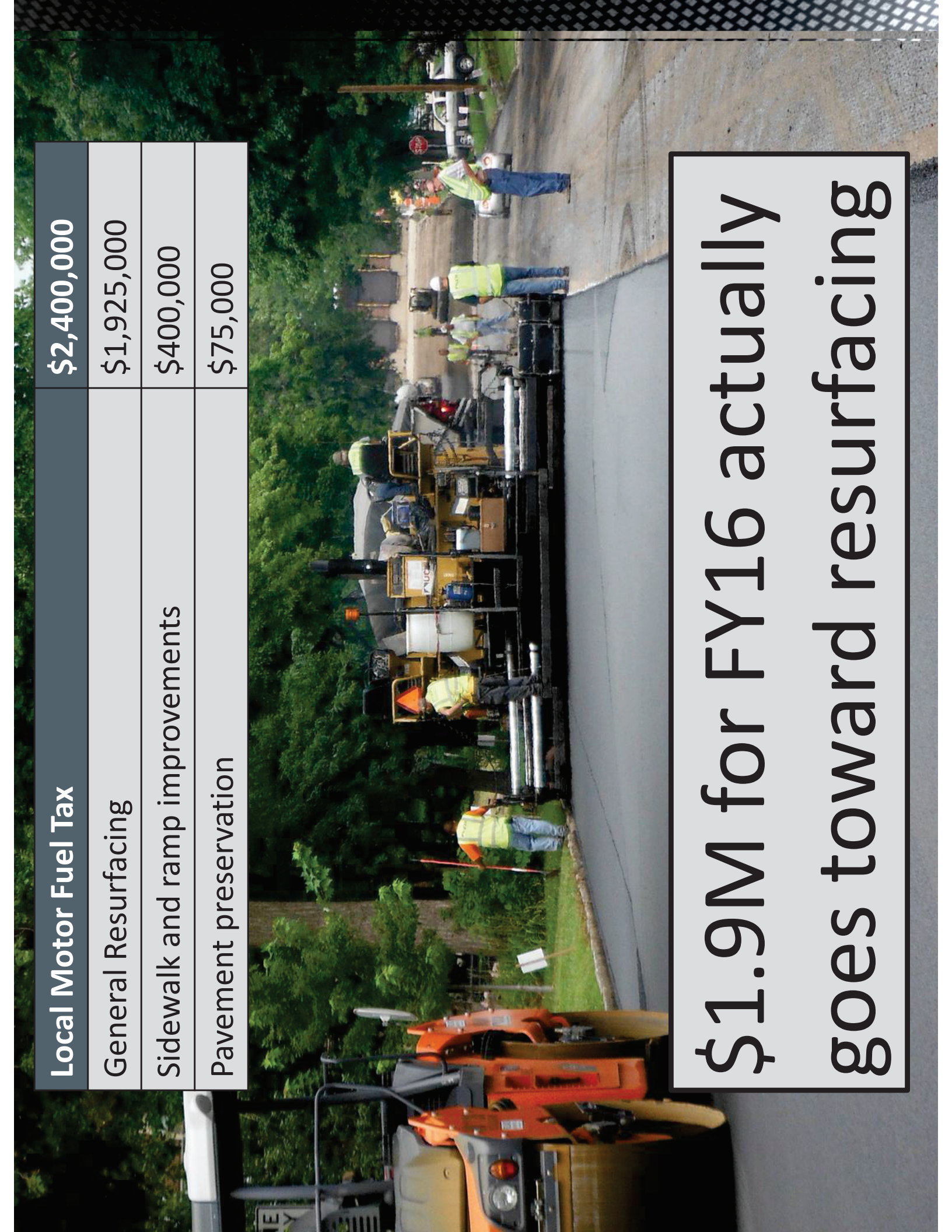


FY 2016 Resurfacing Program

Very tight budget, very few streets



2015 construction year: \$2.4 million in local MFT plus
\$490,000 in remaining bond work from 2014.

The background image shows a road construction site. In the foreground, there's a large orange and yellow piece of machinery, possibly a paver or a similar road construction vehicle. Several workers in high-visibility yellow vests and hard hats are standing around the machinery. The road is being paved or resurfaced, with a fresh layer of asphalt visible. In the background, there are more workers, some equipment, and a line of trees under a clear sky.

Local Motor Fuel Tax	\$2,400,000
General Resurfacing	\$1,925,000
Sidewalk and ramp improvements	\$400,000
Pavement preservation	\$75,000

\$1.9M for FY16 actually
goes toward resurfacing

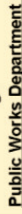
GENERAL RESURFACING FY 2016 LOCATIONS

0 550 1,100 2,200 Feet
DATE 4/29/2015

**Oakland Ave
Hershey St thru Priscilla Ln**

**Wafford Dr
Oakland Ave to Cumbria Dr**

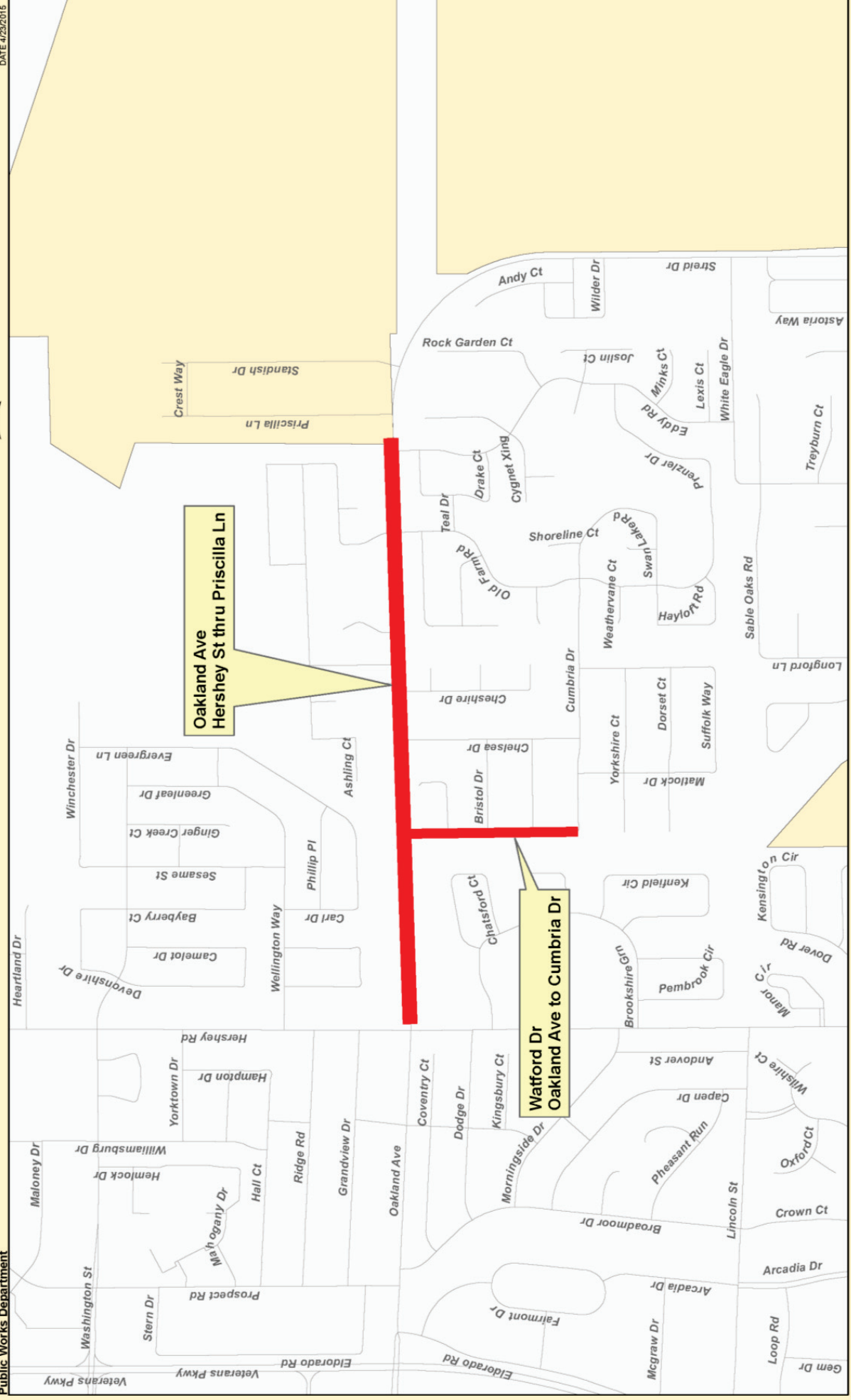
Streets shown include: Winchester Dr, Greenleaf Dr, Ginger Creek Ct, Sesame St, Bayberry Ct, Camelot Dr, Devonshire Dr, Heartland Dr, Wellington Way, Phillip Pl, Ashling Ct, Carl Dr, Cheshire Dr, Chelsea Dr, Bristol Dr, Cumbria Dr, Yorkshire Ct, Dorset Ct, Suffolk Way, Matlock Dr, Wafford Dr, Chatsford Ct, Brookshire Cmn, Kentfield Cir, Kensington Cir, Dover Rd, Manor Cir, Wilshire Ct, Oxford Ct, Crown Ct, Arcadia Dr, Loop Rd, Gem Dr, Mcgraw Dr, Arcadia Dr, Broadmoor Dr, Pheasant Run, Capen Dr, Andover St, Kingsbury Ct, Morningside Dr, Dodge Dr, Coventry Ct, Wafford Dr, Eldorado Rd, Fairmont Dr, Lincoln St, Cumbria Dr, Weatherlane Ct, Shoreline Ct, Old Farm Rd, Teal Dr, Drake Ct, Cygnet Xing, Rock Garden Ct, Andy Ct, Wilder Dr, Strel Dr, Joslin Ct, Minks Ct, Lexis Ct, White Eagle Dr, Treyburn Ct, Astoria Way, Sable Oaks Rd, Longford Ln, Priscilla Ln, Standish Dr, Crest Way, Hershey Rd, Yorktown Dr, Hampton Dr, Williamsburg Dr, Hemlock Dr, Washington St, Stern Dr, Prospect Rd, Mahogany Dr, Hall Ct, Ridge Rd, Grandview Dr, Eldorado Rd, Veterans Pkwy, Veterans Pkwy.



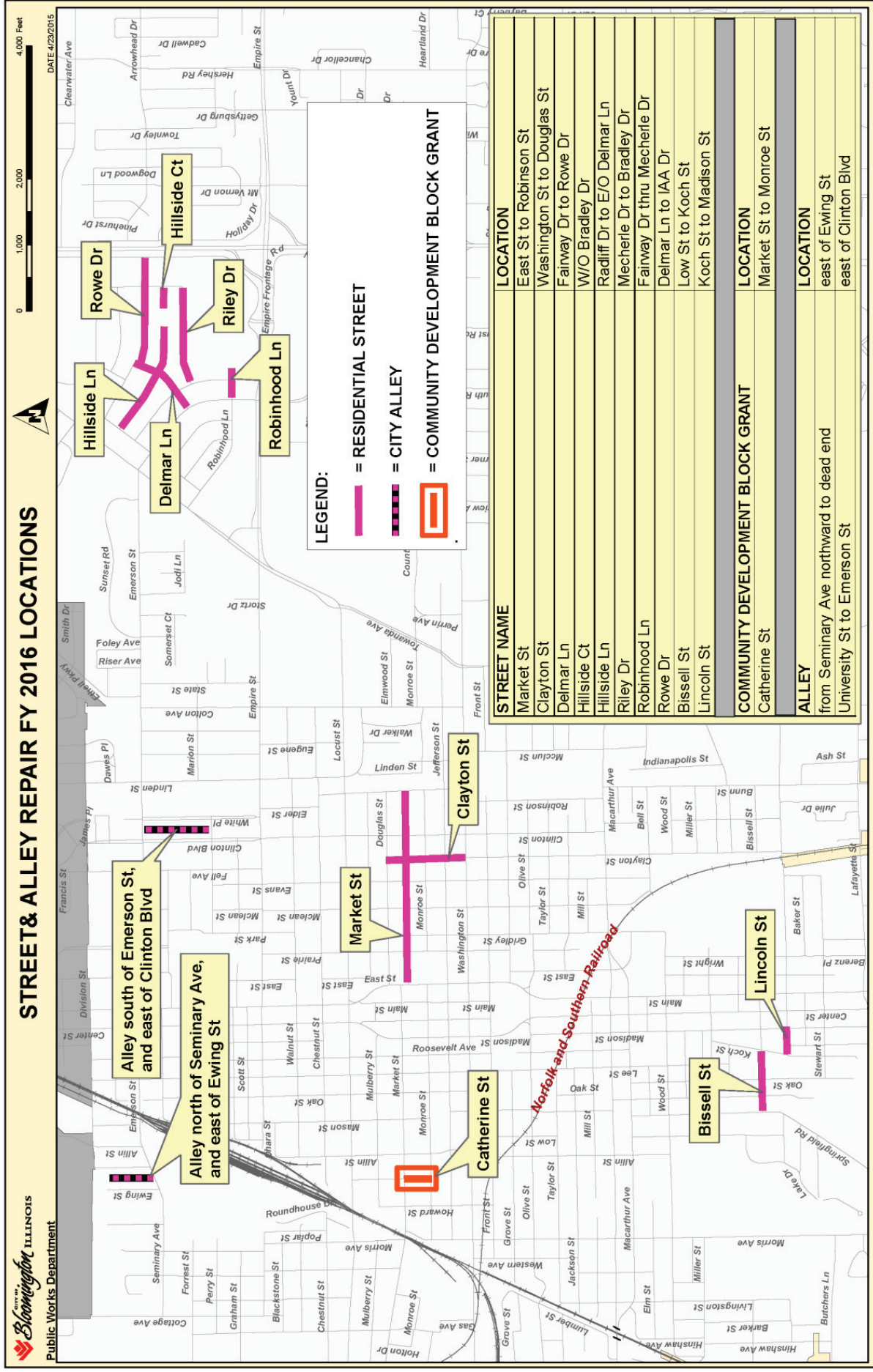
GENERAL RESURFACING FY 2016 LOCATIONS



DATE 4/23/2015



Small streets/alleys in 13 locations



Miscellaneous Notes:

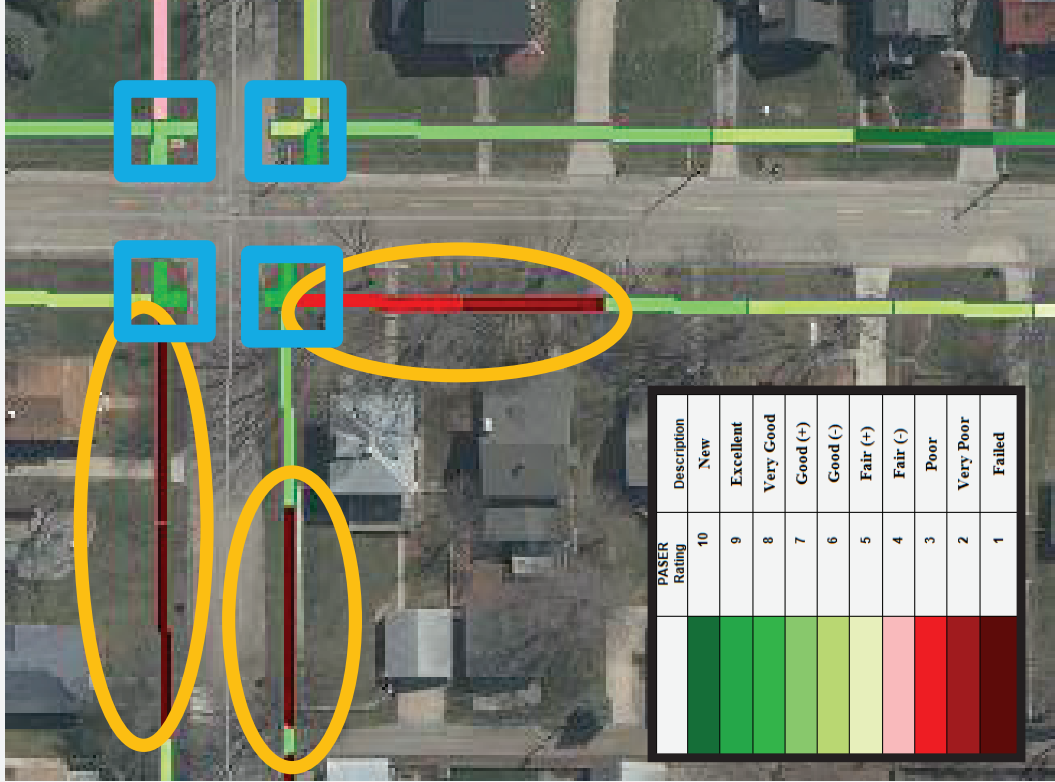
- This year marks beginning of Sidewalk Master Plan work.
- Pavement preservation *WILL NOT* include CRF, associated with last year's dust issue.
- Street improvement also will be done near Lake Bloomington using Water Department funds.
- CDBG money will be used for Catherine Street.



Sidewalk Master Plan elements:

When we are resurfacing a street:

- We also will repair sidewalks that are rated as 1, 2 or 3.
- Per existing policy, federal law and Master Plan procedure, we also would bring sidewalk ramps into ADA compliance



If these two streets were being resurfaced, we would also replace the circled portions of the sidewalks.

All crosswalk ramps would be made ADA compliant like the ramp pictured below.





FOR COUNCIL: May 11, 2015

SUBJECT: Text Amendment to Chapter 6, Alcoholic Beverages and Chapter 38, Streets, Sidewalks and Other Public Ways of the City Code providing that holders of Class T (Tavern) liquor licenses located in the downtown area can have sidewalk café licenses and reducing the hours during which sidewalk cafes can open for service to the public from midnight to 10:00 p.m.

RECOMMENDATION/MOTION: Recommend that the Text Amendment be approved.

STRATEGIC PLAN LINK: Goal 3. Grow the Local Economy.

STRATEGIC PLAN SIGNIFICANCE: Objective 3a. Retention and growth of current local businesses.

BACKGROUND: In response to requests from downtown liquor license holders that the City review and revise its ordinances pertaining to outdoor café licenses, the City of Bloomington Liquor Commission convened a public hearing on the subject at its regular meeting on April 14, 2015. A summary of that meeting is as follows:

Attendees: Tari Renner, Geoffrey Tompkins and Jim Jordan, Commissioners; George Boyle, Asst. Corporation Counsel, Asst. Chief Clay Wheeler, Ryan Otto, Project Engineer and Renee Gooderham, Interim City Clerk.

Commissioner Renner introduced the item. He noted that Chapter 6, Alcoholic Beverages, allowed for a Class O liquor license authorizing retail sale of alcoholic liquor by any person holding a Class R (Restaurant) license upon a sidewalk, provided that a valid sidewalk café permit had been issued by the Department of Public works pursuant to Chapter 38.

Janet Lancaster, owner/operator, The Bistro, located at 316 N Main Street, and Downtown Bar Association President, addressed the Commission. She proposed the "O" classification be revised to include Class T (Tavern) licenses and that the hours of operation for sidewalk cafes be reduced from 12:00 midnight to 10:00 p.m. She also questioned whether ropes or barriers around sidewalk cafes were necessary.

Ryan Otto, Project Engineer, stated that the Americans with Disabilities Act Guidelines govern pedestrian areas and the Illinois Barriers Act was a standard for barriers on sidewalks. A minimum four foot (4') wide clear walking path must be provided at all times. For detectability, a two (2) rope barrier system is used where the bottom rope is a maximum of 2.25' from the ground at its highest point. This is in order to allow visually impaired individuals to detect the area. It also serves the purpose of defining the area used as a café. If the bases of the posts

protrude into the sidewalk, the base must be a minimum of 2.5” thick and may not impede into the four foot (4’) clear zone.

Asst. Chief Wheeler stated that the 10:00 p.m. proposed closing hour closed was an improvement from midnight.

George Boyle, Asst. Corporation Counsel, noted that roped barriers help define the premises for which the license holder is responsible. This assisted in enforcement of the liquor code.

Motion by Commissioner Tompkins, seconded by Commissioner Jordan that staff amend Chapter 6, Alcoholic Beverages, Section 7A Classification, (11) Class “O” to allow Class T liquor licenses to apply for same and change hours of operation to 9:00 a.m. to 10:00 p.m. Motion carried, (viva voce).

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The text amendment was discussed at the regularly scheduled monthly Bloomington Liquor Commission and was published as part of the agenda of said meeting.

FINANCIAL IMPACT: Little or no direct financial impact is expected.

Respectfully submitted for Council consideration.

Prepared by: George D. Boyle, Assistant Corporation Counsel

Reviewed by: George D. Boyle, Assistant Corporation Counsel

Legal review by: George D. Boyle, Assistant Corporation Counsel

Recommended by: Tom Dabareiner AICP, Community Development Director



David A. Hales
City Manager

Attachments: Attachment 1. Ordinance

Motion: That the Text Amendment be approved.

Motion: _____

Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

ORDINANCE NO. 2015-

AN ORDINANCE AMENDING THE BLOOMINGTON CITY CODE CHAPTER 6, ALCOHOLIC BEVERAGE AND CHAPTER 38, STREETS, SIDEWALKS AND OTHER PUBLIC WAYS

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Bloomington, Illinois:

SECTION 1. That a portion of Bloomington City Code, Chapter 6, Section 7A, be amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

(11) Class "O" (Outdoor) - authorizes the retail sale of alcoholic liquor by any person holding either a Class R license or Class T license upon a sidewalk designated in a sidewalk cafe permit adjacent to the licensed premises during the hours of 9:00 a.m. to 10:00 p.m. 12:00 o'clock midnight, Monday through Saturday, and 12:00 noon to 10:00 p.m. 12:00 o'clock midnight on Sunday, provided that a valid sidewalk cafe permit has been issued, pursuant to Article IX of Chapter 38. During the times when alcoholic liquor may be served under the Class O license, the licensee shall: (1) Not allow or permit any customer, employee or other person to remove alcoholic liquor from the area designated in the sidewalk cafe permit or the service premises of the licensee. (2) Not serve, allow or permit any person to be served, be in possession of, or consume alcoholic liquor in the area designated in the sidewalk cafe permit unless that person is utilizing the seating which has been provided in accordance with the site plan approved with the sidewalk cafe permit. (3) Comply with all requirements set forth in Article IX of Chapter 38. (4) Provide table service, which may shall include food service, in the sidewalk cafe area during the hours when alcoholic liquor is permitted to be served. The sidewalk cafe area shall be subject to all provisions of this chapter as though the sidewalk cafe area was part of the licensee's service premises during the times permitted by this section for alcoholic liquor sales. Prior to the issuance of a Class O license the licensee shall provide proof of dram shop insurance. The policy shall name the City of Bloomington as an additional insured, and will indemnify and hold it harmless from any action, proceeding or claim of liability asserted against it as a result of the operation of a sidewalk cafe. Failure by the licensee to maintain the insurance required by this section shall result in the revocation of the license.

SECTION 2. That a portion of Bloomington City Code, Chapter 38, Section 167.3 and Section 167.5, be amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Section 167.3 : Application.

Application for a {an} sidewalk cafe permit shall be made on forms supplied by the City Clerk, and submitted to the Director of Engineering, together with the required fee, and shall, at minimum, include the following:

(a) The name, address, and telephone number of the owner of the property and the food service establishment related to the permit.

- (b) A drawing or sketch which will include the dimensions of the proposed permit area and which shows the location and type of the tables, chairs, trash receptacles and other equipment proposed to be used, location of ingress and egress, the curb line and any existing public or utility-owned equipment facilities in or adjacent to the area proposed which are visible to the eye, including but not limited to parking meters, trees, manhole covers and utility poles or openings.
- (c) A statement as to whether the applicant intends to serve alcoholic beverages and if yes, a copy of a valid Class R or Class T liquor license.
- (d) An operations plan specifying the proposed dates, days and hours of operation of the sidewalk cafe, the hours of operation of the adjacent food service establishment, scheduled maintenance of the permit area, maximum seating capacity, and method of providing security and maintenance.
- (e) An original of a certificate of insurance listing the required coverage amounts and policy periods of the permittee's general liability policies.
- (f) An executed waiver of liability in a form approved by the City Attorney.
- (g) Any other information related to the requirements of this chapter that the Director of Engineering may require.

Section 167.5 : Regulations.

- (a) A sidewalk cafe is permitted only on sidewalks. The permit area shall be limited to the area immediately adjacent to the establishment requesting the permit, or on sidewalks contiguous to the sidewalk adjacent to the establishment.
- (b) No permit shall be issued for sidewalks abutting Madison Street and East Street between Locust Street on the north and Kentucky Alley on the south.
- (c) No permit will be allowed if seats or equipment in the sidewalk cafe result in the need for additional restrooms or additional parking and unless such additional restrooms or parking are provided, except that no alcoholic beverages may be sold or consumed after 10:00 p.m. twelve o'clock (12:00) midnight.
- (d) The hours when service is permitted at the sidewalk cafe shall be during business hours of the permittee, provided however that alcoholic beverages may only be served or consumed within the permit area between the hours of 9:00 a.m. to 10:00 p.m., Monday through Saturday, and 12:00 noon to 10:00 p.m. ten o'clock a.m. and twelve o'clock midnight Monday through Saturday and twelve o'clock noon and twelve o'clock midnight on Sunday.
- (e) Any person making use of a an sidewalk cafe shall do so in a reasonable manner with due regard for the health and safety of persons and property. No permittee shall make any physical alteration to public property without the written permission of the Director of Engineering. A permittee shall owe a duty to the City of Bloomington and third persons to maintain the permit area in a clean, safe and sanitary condition.
- (f) The permittee shall keep the permit area free of litter, cans, bottles and spills at all times. The permittee shall promptly collect and dispose of all litter, trash and other waste materials associated with the sidewalk cafe, including material in the adjacent public right-of-way or property originating from the sidewalk cafe. The permittee shall dispose of any such waste in their own trash containers only.
- (g) No cooking or food preparation shall be permitted at any time within the permit area.

(h) Upon the expiration or other termination of a sidewalk cafe use permit, the permittee shall immediately remove all tables, chairs, furnishings, equipment and other items of personal property from the permit area. Any such items remaining upon the public right-of-way may be removed and disposed of by the City of Bloomington at the sole cost and expense of the permittee.

(i) No live entertainment or sound amplification equipment shall be allowed at any time within the permit area. This provision shall not prohibit ambient background music. For purposes of this provision, "ambient background music" shall mean quiet music that is played at minimal volume such that it is not audible from adjoining property or public rights of way.

(j) Only the following types of furniture or other equipment may be located in an sidewalk cafe:

(1) Tables and chairs.

(2) Umbrellas.

(3) Waste receptacles.

(4) Busing carts.

(5) Temporary railings or landscaping used to demarcate the boundaries of the permit area.

Said furniture and other equipment shall be portable, shall not be chained, bolted or otherwise secured together as a unit, shall not be affixed to the surface of the permit area, and shall be removed on a nightly basis.

(k) The maximum allowable dimension for tables shall be forty-eight (48) inches in diameter, forty-eight (48) inches in width or length, and thirty (30) inches in height.

(l) Tables shall be freestanding with detached chairs or seating, unless it is determined that another design meets the intent of these regulations and a specific exception is permitted in writing by the Director of Engineering.

(m) Umbrellas shall have a maximum diameter of eight (8) feet, a weighted base and be fabric covered.

(n) No signs, banners, sandwich boards or other like advertising, except for advertising permitted by the Sign Code, shall be located in the permit area.

(o) Tables, chairs, umbrellas, and other permissible equipment shall be located in the sidewalk cafe area so that there remains open, at all times, a longitudinal walking space, the location of which shall be determined by the Director of Engineering or designee, of a minimum of four (4) feet in width, with a cross-slope not to exceed Americans with Disability Act (ADA) requirements.

(p) The placement of portable heaters must be reviewed and approved by the City's Fire Inspector.

(q) The Director of Engineering may promulgate administrative rules which relate to the requirements contained in this article. Such rules shall be attached to the permit and be followed by the permittee.

SECTION 3. Except as provided herein, the Bloomington City Code, as amended, shall remain in full force and effect.

SECTION 4. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 5. This Ordinance is enacted pursuant to the authority granted to the City as a home rule unit by Article VII, Section 6 of the 1970 Illinois Constitution.

SECTION 6. This Ordinance shall take effect 10 days after passage and approval.

PASSED this 11 day of May, 2015.

APPROVED this _____ day of May 2015.

APPROVED:

TARI RENNER
Mayor

ATTEST:

CHERRY LAWSON
City Clerk

Item 8D.

**Resolution Establishing the Formation of a
Budget Task Force Ad Hoc Committee
Memo and Resolution provided via Addendum**

**Presentation
(5 *minutes*)**

**Discussion
(15 *minutes*)**



ADDENDUM I

BLOOMINGTON CITY COUNCIL AGENDA

MAY 11, 2015

ADDITION TO CONSENT AGENDA

- Item 7B. Bills and Payroll. (Recommend that the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.) *City Council Memorandum and attachment.*

ADDITION TO REGULAR AGENDA

- Item 8D. Budget Task Force. (That the City Council approve a Resolution Establishing the Formation of a Budget Task Force Committee.) *City Council Memorandum and Resolution.*



FOR COUNCIL: May 11, 2015

SUBJECT: Bills and Payroll

RECOMMENDATION/MOTION: That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

FINANCIAL IMPACT: Total disbursements to be approved \$4,540,648.64, (Payroll total \$2,062,330.64, and Accounts Payable total \$2,478,318).

Respectfully submitted for Council consideration.

Prepared by: Patti-Lynn Silva, Director of Finance

Recommended by:

David A. Hales
City Manager

(ON FILE IN CLERK'S OFFICE)

Attachment: Attachment 1. Bills and Payroll on file in the Clerk's office. Also available at www.cityblm.org.
Attachment 2. Summary Sheet Bills and Payroll Report

Motion: That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

Motion: _____ Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

CITY OF BLOOMINGTON FINANCE REPORT

Council of May 11, 2015

PAYROLL

Date	Gross Pay	Employer Contribution	Totals
4/30/2015	\$ 1,263,615.52	\$ 110,114.39	\$ 1,373,729.91
5/1/2015	\$ 294,270.51	\$ 81,890.76	\$ 376,161.27
5/8/2015	\$ 229,920.60	\$ 77,696.70	\$ 307,617.30
4/30/2015-5/1/2015	\$ 4,421.77	\$ 400.39	\$ 4,822.16
Off Cycle Adjustments		\$ -	\$ -
		PAYROLL GRAND TOTAL	\$ 2,062,330.64

ACCOUNTS PAYABLE

Date	Bank	Total	PCARD
5/11/2015	AP General	\$ 1,737,620.78	PCARD GRAND TOTAL
	AP BCPA		
5/11/2015	AP Comm Devel	\$ 92.00	
	AP IHDA		
5/11/2015	AP Library	\$ 50,586.00	WIRES
5/11/2015	AP MFT	\$ 12,104.62	Date
4/30/2015	Off Cycle Check Runs	\$ 677,914.60	Total
	AP GRAND TOTAL	\$ 2,478,318.00	\$ -
			WIRE GRAND TOTAL

TOTAL \$ 4,540,648.64

Respectfully,

Patti-Lynn Silva
Director of Finance



FOR COUNCIL: May 11, 2015

SUBJECT: Budget Task Force

RECOMMENDATION/MOTION: That the City Council approve a Resolution Establishing the Formation of a Budget Task Force Committee.

STRATEGIC PLAN LINK: Goal 1: Financially Sound City Providing Quality Basic Services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a: Budget with adequate resources to support defined services and level of services.

BACKGROUND: The Mayor has proposed the creation of a Budget Task Force designed to: (1) examine and make recommendations that outline different approaches to address the City's long-term structural budget challenges; (2) work with City staff to produce budget scenarios that provide the City Council with options to address the long-term structural deficit; and (3) present a report to the City Council at its work session in September. The Budget Task Force is not designed to usurp the discussions of the City Council on these matters, as the City Council's discussion on budget and fiscal issues, with a focus on infrastructure, will also continue.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: Task Force Members will not be paid, although City staff will assist the Task Force as directed by the City Manager.

Respectfully submitted for Council consideration.

Prepared by: Jeffrey R. Jurgens, Corporation Counsel

Financial & Budgetary review by: Patti-Lynn Silva, Director of Finance

Recommended by:

A handwritten signature in black ink that reads "Tari Renner".

Tari Renner
Mayor

Attachments: Attachment 1. Resolution

Motion: _____

Seconded by: _____

	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

RESOLUTION NO. _____

**A RESOLUTION ESTABLISHING THE FORMATION OF A
BUDGET TASK FORCE COMMITTEE**

WHEREAS, the City of Bloomington has an annual general fund operating budget of approximately \$95,000,000 and had to utilize money from its reserves to pass a balanced budget for FY 2016; and

WHEREAS, the City is expected to face a projected structural deficit of approximately \$8,000,000 in its general fund in Fiscal Year 2017 and could lose up to an additional \$4,000,000 in loss of state income tax or similar state revenues as proposed in the Gubernatorial budget; and

WHEREAS, in fiscal year 2008, the City had a negative unreserved fund balance in its general fund in the amount of (\$109,000) and since said time has worked to improve the City's reserves; and

WHEREAS, upon implementation of certain policies by the City Council, including a Fund Balance Reserve Policy, the audited unreserved fund balance grew to \$14,000,000 by fiscal year 2014; and

WHEREAS, common accounting practices call for unreserved fund balance to be 10 to 15 percent minimum with a goal of two months of operating expenditures be available for unforeseen or catastrophic events; and

WHEREAS, during this same time, the City Council has pursued master planning of major infrastructure, transportation, streets, sidewalks, park, zoo, and bicycles, to measure and evaluate the condition, demand and estimate future City costs; which is still underway. Early estimates are calling for an estimated \$400,000,000 in deferred capital needs for all funds. Approximately, \$110,000,000 is associated with the general fund for facilities improvement and repair, and street resurfacing; and

WHEREAS, the City has two major sources of revenue, including sales tax (approximately 28 percent of general fund revenues) and property tax (approximately 18 percent of general fund revenues);

WHEREAS, the City has seen lower than estimated sales tax revenue over the last two fiscal years and has held the sales tax rate steady since fiscal year 2009 when there was a .25 percent increased earmarked for the annual debt service related to the U.S. Cellular Coliseum and to help restore the general fund balance; and

WHEREAS, the City's property tax has either been held constant or decreased in recent years, notwithstanding a slight increase in fiscal year 2011 which was earmarked for City pensions; and

WHEREAS, to help address previous fiscal issues, the City reduced the total number of full time equivalent employees, going from 864 in fiscal year 2008 to 760 in fiscal year 2014. Notwithstanding the reduction in staff, during this same time period the City population grew

(estimated growth was at least an additional 14,000 people through 2013), increasing the demand for City services; and

WHEREAS, the increased demand for services, the increased costs of providing services, and the emergency repair of aging infrastructure is converging with declining or flat general fund revenues to create a structural deficit; and

WHEREAS, other long-term cost saving measures instituted by the City Council included an aggressive Police and Fire Pension Funding Policy, which required a short-term investment of approximately \$6,000,000 to save the City up to \$70,000,000 over the life of the pension; and

WHEREAS, extensive citizen engagement has taken place over the last two years, from multiple agencies, both regionally and locally, on the City of Bloomington and its finances. Citizen, meetings, surveys, academies and other public engagement have revealed a public understanding noting the need to increase revenue with corresponding efforts to make reductions and gain efficiencies in city operations; and

WHEREAS, the Mayor of the City of Bloomington has proposed the formation of a Budget Task Force to examine the City's fiscal situation and make recommendations on budgetary matters; and

WHEREAS, the Task Force will be composed of nine members, including three aldermen, two representatives from the business community as recommended by the McLean County Chamber of Commerce, two representatives from the non-profit community and two additional community representatives; and

WHEREAS, the purpose of the Task Force shall include: (1) examining and making recommendations that outline different approaches to address the City's long term structural budget challenges; (2) with the use of priority based budgeting as a tool, working with City staff to produce budget scenarios that provide the City Council with options to address the City's long-term structural deficit; and (3) presenting a report to the City Council at a Work Session Budget meeting on or before September 21, 2015; and

WHEREAS, the Task Force shall be in existence from adoption of this resolution and shall cease its operations upon presentation of the report on or before September 21, 2015; and

WHEREAS, the Task Force shall be subject to the provisions of the Illinois Open Meetings Act and shall elect from one of its own members a secretary to take meeting minutes; and

WHEREAS, the City Manager shall be responsible for providing the Task Force with necessary staff to assist it in its functions; and

WHEREAS, the members of the Committee shall consists of those persons identified within this Resolution;

WHEREAS, City Council will simultaneously continue to discuss the City's budget and fiscal issues, with a focus on infrastructure, and will incorporate reports from the Task Force into these discussions.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Bloomington, McLean County, Illinois, as follows:

Section 1. The above stated recitals are incorporated herein by reference.

Section 2. The City Council of the City of Bloomington hereby formally creates the Budget Task Force Committee, which shall be considered an *ad hoc* committee. The Task Force shall consist of nine people, including: Alderman Sage, Alderman, Black, Alderman Buragas, John Zeunik (community representative), Jamie Mathy (community representative), Dontae Latson (non-profit representative), Deana Frautschi (non-profit representative), and two individuals to be named by the McLean County Chamber of Commerce to represent the business community. The Task Force shall be co-chaired by one Alderman and another member of the Task Force as decided and elected by the Task Force. The Task Force shall meet initially at the call of one of the alderman appointed to the Task Force and thereafter at the call of either of the co-chairpersons. A majority of the Task Force (i.e., 5 members) shall constitute a quorum of the Task Force to conduct business.

Section 3. This Resolution shall be in full force and effect immediately after its passage and approval.

APPROVED by the City Council of the City of Bloomington, McLean County, Bloomington, Illinois, May 11, 2015, by a vote of ____ to ____.

Tari Renner, Mayor

Cherry Lawson, City Clerk