AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, MARCH 19, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

4. MINUTES: Review and approve the minutes of the February 19, 2019 regular meeting of the Bloomington Transportation Commission.

5. REGULAR AGENDA

A. **TC-2018-07:** Approval of Proposed Policy on Establishing Reduced Speed Limit Areas
B. **Information:** March 2019 Citizen Comments/Complaints Summary
C. **Information:** Proposed 2019 Construction Season Resurfacing Program

6. OLD BUSINESS

A. Any old items brought back by the Commission

7. NEW BUSINESS

A. Any new items brought up by the Commission

8. COMMISSIONER COMMENTS

9. ADJOURNMENT

For further information contact:
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MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, FEBRUARY 19, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

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

MEMBERS ABSENT: Ms. Katherine Browne, Ms. Elizabeth Kooba

OTHERS PRESENT: Mr. George Boyle, City Attorney; Assistant Chief Greg Scott, Police Department; Mr. Jim Karch, Director of Public Works; Mr. Philip Allyn, City Traffic Engineer; and several members of the public.

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

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

3. PUBLIC COMMENT:
There were no public comments.

4. MINUTES: Reviewed and approved the minutes of the December 18, 2018 and January 15, 2019 regular meetings of the Bloomington Transportation Commission. Ms. Bradley motioned to approve the minutes. Ms. Ballantini seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

5. REGULAR AGENDA:

A. Election of Chairman and Vice-Chairman

Mr. Gorman reminded the Commission that he would be leaving the area in the next couple months, but would be willing to continue to serve as Chair until that time. Ms. Bradley nominated Mr. Gorman as Chairman and Ms. Blair as Vice-Chairman, seconded by Ms. Ballantini. There were no other nominations. Mr. Gorman was elected as Chairman and Ms. Blair as Vice-Chairman by the Transportation Commission unanimously via voice vote.

B. Information: January/February 2019 Citizen Comments/Complaints Summary

Ms. Blair asked about item 45 (crashes at Lee and MacArthur) and if there are any new solutions. Mr. Allyn indicated that the next step would be to install stop signs on Lee with flashing LED's around the border, which we are hoping to do in the near future. If that change does not help, the next step would be to consider implementing an all-way stop. However, since MacArthur is the dominant route with few other stops, this could result in stop-sign running on MacArthur and actually lead to more crashes.

Ms. Bradley asked about item 46 (request for school crossing guard at Irving School). Mr. Allyn indicated that the school district has made this request. A private company provides the school crossing guards, which are funded out of the Police Department budget. Additional crossing guards may require finding a source of additional funding. There are also warrants based on number of students, street vehicular volume, etc. that need to be reviewed. Mr. Allyn indicated that our part time traffic technician has returned after being off the last several months of 2018 and this is one of the items that will be a focus as the number of walking children will increase as the weather improves.

Mr. Gorman asked about item 39 (bicyclists blowing stops at Bunn/Buchanan and Buchanan/Clayton). This area is in a gap between two sections of Constitution Trail. Both the Bicycle Master Plan and the plans by the Parks Department identify this connection as a high priority. Is there any movement forward on filling this gap? Mr. Allyn indicated he did not have any specific knowledge relating to filling in this gap. This item is not an obvious "easy-fix" and has not yet been looked at in detail unfortunately. Mr. Gorman suggested directing additional enforcement efforts during peak cycling times in the interim until there can be expanded side path width constructed along Lincoln to the west to connect the two sections of trail.

Mr. Gorman asked about item 48 (arrows on Evans). Several complaints were heard and submitted. What kind of controls are being considered? Mr. Allyn indicated that the existing signage was reviewed and that, generally speaking, all the proper "One Way" and "Do Not Enter" signs are in place. We observed a couple of people purposely not driving the street properly and driving the wrong way for a portion of the block, usually at a higher speed, before turning into an alley or driveway. Our concern is that adding painted arrows will just mimic the signs being ignored or not seen while increasing the maintenance effort for staff. One change that we are considering is shifting the parking from the east side of the street to the west side of the street. This will create a drastic counter-visual as someone looking to turn the wrong way will see a line of cars pointing at them rather than what appears to be an open travel lane, forcing them to drive to the left of the street on what feels like the wrong side of the road. In addition, since each car has a driver but not every driving trip has a passenger, there will be more people exiting from a parked car on the left. By moving the parking to the left side of the road, entering and exiting vehicles will occur over the sidewalk and parkway rather than into the driving lane, which should be safer for drivers. Ms. Bradley suggested reaching out to the original resident requesting the arrows as a beneficial neighborhood leader. Mr. Allyn indicated that there are still some details to work out, but that we would certainly be contacting her to help with the implementation.

C. TC-2018-02: Funding Mechanisms for Transportation Projects – Update

Mr. Allyn briefly discussed the updated HMA Aging Tables and our pavement rating system. As the streets age, they decrease from 10 (new) down to 1 (failed). Determining how long a pavement can last above a minimum rating leads to the time frame between overlays, which is key to determining the cost to maintain the road. Through the use of better Hot-mix Asphalt material (Stone Matrix Asphalt) and increased use of pavement preservation work, we are expecting to gain additional time between overlays. For example, the interval between overlays on arterials should increase 5-6 years.

For reference, in the packet is a copy of the pavement rating system information to help put the various ratings in context with a description and example photos of pavements at each rating.

The next step moving forward is to work out two different methodologies for creating future models. First, we will use our traditional method of applying the expected life cycle times to our pavement areas to determine the resurfacing effort (and thus cost) needed to maintain a minimum rating. This would be a more general, simplistic calculation to provide a reasonable approximation of needed cost. The variables would be limited to specifying a minimum rating for each street classification. This is an easier analysis effort that allows us to more easily determine the approximate costs of several different potential policy options for comparison. For example, we can determine the approximate difference in annual cost needed to maintain a minimum pavement rating of 5 versus 3.

The second method involves using a company we recently hired to compile our street information and create an annual maintenance model that is much more detailed. It will harness greater computing power to create a more optimized, specific maintenance model. There will be more options and variables that we can adjust to determine more precise, outcomes. We should be getting finalized contracts with this company within the week, at which point we will start providing them our data. Depending on how

smoothly this data integrates into their software, we could be looking at getting some preliminary results within a month or two.

Mr. Gorman indicated that there was some discussion by the City Manager at the recent Council Committee of the Whole meeting regarding the proposed 4 cent/gallon local motor fuel tax (LMFT) increase. Are there any insights from that conversation? Mr. Allyn indicated that the City Manager mentioned it as one of several potential sources of additional revenue along with several potential cost cuts for consideration by the Council as they work to finalize the budget. Mr. Gorman indicated it sounded like the additional LMFT funding generated would be programmed slightly differently rather than just funneling it into our current formula. For example, one cent of it would be focused on downtown infrastructure. Would we be seeing something here at the Transportation Commission on which to make a recommendation? Mr. Karch indicated that the City Manager was speaking purely in general terms with no specific recommendations for the Transportation Commission to review. He was just trying to get a feel for the temperature of the Council with regard to this potential new revenue. Where this discussion goes and the timeframe of any decisions will depend on where the Council members decide to take it.

D. TC-2019-01: Consideration of Proposed Routine Changes to Chapter 2 "Administration" and Chapter 29 "Motor Vehicles and Traffic" of the Bloomington City Code

Mr. Allyn briefly mentioned two changes to this item from the previous month:

1) Upon further review, the change to Chapter 2 was no longer needed and was thus removed. It had been approved by Council, it just has not yet been updated throughout the system clerically, namely the website version of City Code.

2) Deleted the parking restriction "Park Street on the east side from 20' north to 20' south of the drive to the United Methodist Office Building" as suggested by Mr. Gorman at the previous meeting. Following this suggestion, we reviewed the area and agreed it made sense to remove this restriction.

Ms. Bradley asked about the Oak Street parking change on page D-61. If this change was the result of problems caused by one resident, is there a better way to manage the situation than restricting parking for the whole block. Mr. Allyn indicated that staff went through the process and the vote of the residents was overwhelming to remove the parking. This has been on ongoing issue for a long time and other efforts such as ticket writing have proven to be ineffective. There was one minor complaint right after the restriction was implemented that was resolved. There have been no other complaints from the residents of this block or in adjacent areas since the change was implemented 6 months prior. There do not appear to be any unintended consequences of the restriction.

Ms. Blair motioned to approve item D as stated in the Staff recommendation. Ms. Bradley seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

E. TC-2018-08: Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission

Mr. Allyn indicated the proposed letter was revised based on feedback received at the January meeting.

Ms. Bradley asked if there was any follow-up or news with McLean Country Regional Planning (MCRPC) since the December discussion. Mr. Allyn mentioned that he reached out to Ms. Sicks with MCRPC and verified that she had heard everything that was said at the meeting and that they are currently going through the process of updating and revising the study.

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Ms. Bradley motioned to approve letter dated February 20, 2019. Ms. Blair seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

6. OLD BUSINESS:

A. **TC-2018-06:** Recommendations to USPS Regarding Post Office Relocation

Ms. Bradley asked if there were any updates on this item. Mr. Allyn indicated that we have met with them and they requested some traffic and accident data that we are currently compiling. Ms. Bradley asked when they were planning on opening at the new location. If it was this summer, this seems quick for where they appear to be in the process. Mr. Allyn indicated that we have not yet received any site plans or other items for approval.

7. NEW BUSINESS:

A. *Segregated in the Heartland* Article

Ms. Blair brought up the recent article *Segregated in the Heartland* in *Governing* magazine, which discussed school segregation and lack of integration in communities in the northeast and midwest. While it doesn't directly relate to traffic and transportation, there is a concern about whether resources are being applied across the City to ensure that the quality of the roads isn't affected by the color of the people who live in a particular neighborhood. Mr. Allyn stated that the demographics of a neighborhood or area have no bearing on the determination of which infrastructure is improved. Streets are chosen based on factors such as the current quality of the pavement, role of a street in the transportation network, or importance of a street due to other factors such as proximity to a hospital. Ms. Blair and Mr. Gorman clarified that there wasn't a suggestion of consciously making decisions based on demographics or actively driving segregation, but rather the potential of an inadvertent outcome of the selection process or symptom of a systemic issue. It would be good to review infrastructure quality data related to portions of the City to ensure that we are being proactive and not inadvertently reinforcing segregation.

After discussion, it was suggested that the announcement of the resurfacing program is an opportunity to inform the community of the decisions that go into the determination of which streets will be paved. It was requested that a presentation be made for the next commission meeting that would go into which criteria are used and how various factors are weighed. This information could be valuable for the media and general informing of the public via multiple methods such as an open house. In addition, if possible, it was requested that any information available on how the infrastructure looks and compares across the various areas of the community. Mr. Allyn will review and share what information is readily available.

8. COMMISSIONER COMMENTS:

Mr. Allyn mentioned that Mr. Rob Ballantini will be appointed to the Commission at the next Council meeting to fill the "Disabled or Serve the Disabled Population" seat that was recently established by the Council. When Council was established this seat, they also increased the Commission membership from 7 to 8. With the resignation of Ms. Kelley Rumley, the 8th seat is no longer needed to accommodate the new seat. We are discussing a Council item taking our membership from 8 back down to 7 to keep us from having an even number of members.

9. ADJOURNMENT: The meeting adjourned at 4:58 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Ballantini.

Respectfully,

Philip Allyn
City Traffic Engineer

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CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
MARCH 19, 2019

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2018-07	Review of Proposed Policy on Establishing Reduced Speed Limit Areas	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Review and comment by the Transportation Commission of a DRAFT Policy for Establishing Reduced Speed Limit Areas to be finalized and brought back with the associated Council Ordinance at a later meeting for final discussion and approval.	

STAFF RECOMMENDATION: Review and Feedback
Staff requests review and feedback on the revised draft Policy on Establishing Reduced Speed Limit Areas. Comments received will be incorporated into the final document to be approved at a subsequent meeting. In addition, if needed, a proposed Council Ordinance will be prepared for recommendation to Council to address any City Code modifications required as a result of the policy.

1. ATTACHMENTS:

a. **See previous packet and attachments from vehicle speed discussions at the August, October, November, and December 2018 and January 2019 Commission Meetings**
b. **Revised DRAFT Policy on Establishing Reduced Speed Limit Areas**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

At the October, 2018 Transportation Commission meeting, the Commission provided direction to Staff to move forward with development of a policy to establish a reduced statutory speed limit in certain neighborhoods or other defined areas. Staff developed the attached draft policy for review and comment by the Commission. The attached proposed policy reflects changes of general concurrence during previous discussions. Changes to the initial draft are indicated with a vertical line in the left margin. Additions are underlined. Deletions are struck through.

The following items have been mentioned at previous meetings with a request for further discussion:

1. Most of the IWU students do not drive cars around campus and would not be affected except as pedestrians. Understanding that the goal is to get buy-in from drivers so that they reduce their vehicle speed, how does including or not including the student population influence to whom ballots are distributed and the resulting “quorum” of balloting? There are only maybe 500 parking permit holders out of a student population

of around 1,900. Staff suggests that if there is a parking permit situation, parking permit holders should be issued ballots rather than all individual residents of on-campus student housing.
2. Is the parking permit holders list available to the City? Are there other options to best capture the drivers within a campus area?

In addition, the following changes have been made by Staff:

1. Addition of a statement indicating that once 60% of the City has opted in to the Reduced Speed Limit Area, the receipt of additional applications may be suspended to allow City staff to pursue adoption of a City-wide statutory speed limit reduction to 25 mph. If this pursuit is not successful, the receipt and processing of applications would resume. This statement is intended to reduce staff effort in processing applications, installing and maintaining additional signage, and simplify traffic laws both for drivers and enforcement.
2. Minor modifications throughout to further clarify language or intent.

As a reminder, the Draft Policy was written with several goals:

1. Provide a process that requires significant involvement from the residents of the area. This involvement will create personal investment in the change by the residents that should increase the chances of the reduced speed limits actually reducing driving speeds. Without buy-in from the affected community, this policy won't be nearly as effective at making our streets safer.
2. The areas targeted by the policy are areas with a high likelihood of pedestrians and other users that are more vulnerable to vehicles traveling at higher speeds.
3. Create larger sized, well defined areas so that it is more obvious to drivers that they are entering a new area. This should increase the likely hood that drivers will reduce their speed in these areas as opposed to not realizing that the speed limit changed.

Staff intent is to have a Commissioner consensus on this policy by the end of the March 2019 meeting. After which, staff will prepare the draft application and petition form and solicit comments from other City Staff such as Planning, Police, Fire, Legal, City Manager, etc. These other comments will be complied and presented to the Commission in April for consideration and a final approval vote on the policy. In addition, a Council Ordinance will be prepared for review and recommendation to Council to address any City Code modifications that may be required as a result of the policy.

3. STAFF RECOMMENDATION:

Staff requests review and feedback on the revised draft Policy on Establishing Reduced Speed Limit Areas.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

CITY OF BLOOMINGTON

POLICY ON ESTABLISHING REDUCED SPEED LIMIT AREAS

The current Statutory Speed Limit within the City of Bloomington is 30 mph. This Policy defines a procedure to establish a lower 25 mph Statutory Speed Limit within a defined area. This policy is only applicable to urban streets within an Urban District and does not apply to rural areas even if they are within the corporate limits. This policy does NOT modify any Altered Speed Limits within the designated area. Any Altered Speed Limits will remain in place and be evaluated according to applicable City Code and State Statute.

Goals and Objectives

There is a distinct difference between vehicle speeds and posted speed limits. Decreasing vehicle travel speeds should result in safer roadways; however, simply lowering a posted speed limit should not be expected to result in these same safety benefits if there isn't a corresponding decrease in vehicle travel speed. All local residents in Reduced Speed Limit Areas need to be actively involved in following the lower speed limit when driving in their neighborhood. Residents should set an example that others can follow. Don't assume that the problem is someone else!

The goals of establishing Reduced Speed Limit Areas are to:

- Improve the quality of life within residential neighborhoods.
- Increase safety and convenience for pedestrians and bicyclists, as long as such changes do not interfere with the safe operation of other users of the roadways.
- Reduce the number and severity of crashes.

Specific objectives of establishing Reduced Speed Limit Areas include:

- Reduction in the speed of traffic in residential or high-pedestrian areas
- Reduction in the volume of through (non-local) traffic traveling through residential areas.
- Shifting unnecessary cut-through traffic on local streets to streets designated as collector or arterial streets.
- Promote other modes of travel (walking, cycling, mass transit).

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Laws Concerning Traffic Control Devices and Posted Speed Limits

The Federal Highway Administration approved and issued the 2009 edition of the "Manual on Uniform Traffic Control Devises for Streets and Highways" as a national standard for all highways open to public travel. The current version includes Revision 1 and Revision 2, dated May 2012.

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

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

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

Section 5/11-604 (b) of the Illinois Vehicle Code reads as follows:

> "Whenever any such park district, city, village, or incorporated town determines, upon the basis of an engineering or traffic investigation concerning a highway or street on which it is authorized by this Section to establish speed limits, that a maximum speed limit prescribed in Section 11–601 of this Chapter is greater or less than is reasonable or safe with respect to the conditions found to exist at any place or along any part or zone of such highway or street, **the local authority** or park district **shall determine and declare by ordinance a reasonable and safe absolute maximum speed limit at such place or along such part or zone, which:**
>
> (1) **Decreases the limit within an urban district, but not to less than 20 miles per hour**; or
>
> (2) Increases the limit within an urban district, but not to more than 55 miles per hour; or
>
> (3) Decreases the limit outside of an urban district, but not to less than 35 miles per hour, except as otherwise provided in subparagraph 4 of this paragraph; or

(4) **Decreases the limit within a residence district, but not to less than 25 miles per hour**, except as otherwise provided in subparagraph 1 of this paragraph.

The park district, city, village, or incorporated town may make such limit applicable at all times or only during certain specified times. Not more than 6 such alterations shall be made per mile along a highway or street; and the difference in limit between adjacent altered speed zones shall not be more than 10 miles per hour."

Qualifying Criteria

Criteria to qualify Areas for a Reduced Speed Limit have been developed by the City of Bloomington Public Works Engineering Division and approved by the City Transportation Commission and may be revised from time to time by the same said groups if deemed necessary.

To qualify for implementation of a Reduced Speed Limit Area, the following criteria must be met:

1) The area should consist of one of the following land uses:
   a) Residential
   b) Central Business District (CBD) with pedestrian volumes higher than other commercial areas
   c) Campus (educational or corporate) with higher volumes of pedestrians than the surrounding areas.

2) The area should meet the following size and mobility requirements:
   a) The total area shall be at least 20 acres ~~(80 acres for Campus)~~.
   b) The area shall include at least 900 centerline feet along every street not wholly contained within the area.
   c) The establishment of the Reduced Speed Limit Area shall not result in more than four (4) speed limit changes within any one (1) mile section of any street. This includes portions of the street located outside of the area.

3) To be successful and to limit driver confusion regarding the speed limit in effect on a given street, the limits of the proposed area shall be chosen such that a driver experiences crossing a line of separation from the surrounding area.
   a) The entire proposed area should <u>generally</u> be of the same land use (e.g. 90% residential) rather than mixed (e.g. 2/3 residential and 1/3 commercial).
      i) The "feel" and character of the area should be used to determine the acceptable amount of mixed use rather than a hard ratio or percentage.
      ii) Institutional uses such as schools, churches or libraries located within a larger residential area should not disqualify a residential area, provided they do not constitute a major portion of the area.

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iii) Apartments above commercial properties and/or other multi-story high-density residential mixed within a Central Business District should not disqualify a CBD area.

iv) An Educational Campus area may also include adjacent residential areas if they are predominately associated with staff or student use or have high volumes of pedestrians. In general, the Campus area should extend to a Defined Boundary rather than stop at the limits of the school property.

b) The following items can be considered Defined Boundaries for the purpose of identifying the proposed area:

i) Established, named Neighborhood borders that are signed on the street as such.

ii) Arterial or Major Collector roads or streets as indicated on the Bloomington-Normal ~~Street and Highway Plan~~ Roadway Functional Classification Map as shown on the website www.gettingaroundillinois.com.

iii) Natural or manmade features that create a physical divider with limited access across such as creeks, rivers, railroad tracks, interstate highways, etc.

iv) Corporate Boundary

v) Other such boundaries that create an easily distinguished line of separation from the surrounding area as determined by City Staff.

c) Multiple phases of the same subdivision (e.g. Meadowlark I and Meadowlark II) or adjacent subdivisions, should generally be evaluated as one (and requested by all applicable neighborhood or homeowners associations) if they are not separated by a Defined Boundary as discussed above.

d) The streets surrounding a school will not be considered as its own area. School Zone Speed Limits are more effective and should be pursued in this case. Streets surrounding a school may be considered as part of a larger overall neighborhood area.

4) If needed, Staff will suggest modifications to the petitioner to modify originally submitted proposed boundaries to assist with meeting these criteria. The proposed boundaries will be finalized prior to the initiation of the formal balloting discussed below.

5) During evaluation of the request, Staff will gather speed data from the street locations within the area with the highest likelihood for high vehicle travel speeds. If the 85th percentile speed on these streets is 27 mph or lower, then the area is assumed to be self-policing and will NOT be considered for establishment of a Reduced Speed Limit Area.

~~6) An area will NOT be considered until building lots in the proposed area are built out to at least 85 percent of available lots.~~

~~7)~~6) If City Staff believes it is in the best interest of the City to waive any of the above-defined conditions, the City Traffic Engineer will present the request to the City Transportation Commission for approval of a waiver. Any approved waivers will be included in the case documentation.

Procedure for Establishing a Reduced Speed Limit Area

City staff members recognize that there are many different neighborhoods and districts within the City of Bloomington, each with unique characteristics. A uniform procedure is set for requesting, evaluating, authorizing, and implementing Areas of Reduced Speed on Bloomington streets within these areas. That procedure is set forth below.

Policy on Requests for Establishing a Reduced Speed Limit Area:
It is the policy of the City of Bloomington to accept requests for a Reduced Speed Limit Area. All requests will be evaluated using our City of Bloomington Policy on Establishing Reduced Speed Limit Areas, State and Federal Standards and accepted engineering practice.

Requests for the establishment of a Reduced Speed Limit Area within a Residential area shall be initiated by the neighborhood or homeowner association(s) for that area, ~~City government officials, or~~ other similar resident organizations with a stakeholder interest in the area to be considered, or City government officials. In the event that an area does not have a neighborhood or homeowner association, a group of individual citizens representing (owning or residing in) a minimum of ten (10) residences in the area may initiate a request together.

Requests for the establishment of a Reduced Speed Limit Area within a Central Business District (CBD) area shall be initiated by the business owner association(s) for that area, City government officials, or City Planning Department Staff. In the event that an area does not have a business owner association, a group of at least ten (10) individual business owners may initiate a request together.

Requests for the establishment of a Reduced Speed Limit Area within a Campus setting shall be initiated by the Educational or Business entity responsible for said campus area or by City government officials.

All such requests must be made in writing and directed to the City of Bloomington Public Works Engineering Division using the request/complaint process. Requests received through phone calls will not be evaluated. Any party submitting a letter of request will be notified as to the disposition of the request after the evaluation is completed. Every attempt will be made to grant requests or in the case of a decline, to provide a satisfactory answer to the requesting party.

For requests submitted by associations, citizens or businesses to be considered, a petition utilizing the attached form must be included with the request. The petition shall include signatures from owners/residents of at least 15 properties~~y~~ ~~owners~~ or 15% of all properties located within the area to be considered, whichever is greater.

For requests submitted by educational institutions or businesses for a campus area to be considered, a petition utilizing the attached form must be included with the request. The petition shall include signatures from the owners/residents representing ~~of~~ at least 15

properties or 15% of all properties located within the area to be considered as part of the Campus area, whichever is greater. Alternatively, signatures associated with property covering at least 50% of the acreage of the proposed area will be allowed.

For the purposes of obtaining petition signatures, a "property" is considered to be a parcel of land with a unique Property Identification Number (PIN). Contiguous parcels of different PIN's but with the same owner, will be regarded as one property. For rental properties with more than one tenant, signatures will be required from both the owner and residents of at least 2 units or 10% of the units on the property, whichever is greater, to qualify that property.

The Engineering Division will assist petitioners with determining the number of signatures required if requested. However, it is the responsibility of the petitioner to collect and document all signatures.

Preliminary Review:
The City Traffic Engineer will initially review each submitted request for preliminary compliance with the stated criteria and requirements. If a request does not meet the requirements for establishing a Reduced Speed Limit Area, Staff will attempt to work with the applicant to modify the application to meet all criteria. If after this effort it is still not possible to meet the stated criteria, the requesting party will be notified of the requirement(s) not met and advised that the issue may be resubmitted in one year for further consideration if conditions change. The person or group making the original request or complaint will be notified in writing of the action the City intends to take regarding the request. Requests to establish a Reduced Speed Limit Area passing the Preliminary Review will proceed to the evaluation phase to determine if all qualifying criteria are met.

Evaluation of Conditions
Requests to establish a Reduced Speed Limit Area that pass preliminary review will proceed to the evaluation phase. The evaluation phase involves the collection of data including street classifications, volume, speed, traffic crash history, and other relevant information not already collected. This information gets collected and evaluated by the Engineering Division of the Public Works Department. Engineering Staff will gather input from other City departments and officials including, but not limited to the following:

- City Planner for concurrence with the Comprehensive Plan and future development patterns
- Police Department for review of enforceability or other concerns
- Fire Department for potential impacts to Emergency Services
- Local Alderman
- City Manager
- Other stakeholders deemed necessary due to the characteristics of the particular area under consideration.
- The Transportation Commission may be consulted in the case of waivers of qualifications or controversial requests.

Public Meeting
The City will host a public meeting to discuss the proposed Reduced Speed Limit Area with residents of the area under study. Other residents and business owners in areas adjacent to the study area may also be specifically invited. However, voting on the proposal is limited to the affected property owners and residents within the Defined Boundary of the proposed Reduced Speed Limit Area.

Vote on Adoption of a Reduced Speed Limit Area
In order to assess support for the establishment of a Reduced Speed Limit Area, a mailed ballot system is used. Ballots only go to property owners and residents whose lots are located within the proposed area. Resident voting will be limited to one ballot per dwelling unit, as best the number of dwellings units on a property may be determined. The return of at least a ~~super-~~majority (~~6~~50% +1) of mailed ballots ~~affected property owners~~ is required for establishment of a Reduced Speed Limit Area to proceed. ~~Ballots only go to property owners whose lots are located within the proposed area. In order to assess support for the establishment of a Reduced Speed Limit Area, a mailed ballot system is used.~~ Passage of a ~~traffic calming~~Reduced Speed Limit Area initiative requires at least 70% of the returned ~~traffic calming~~ ballots be marked in support of the initiative. To be counted, mailed ballots must be returned within 14 days of the postmarked mailing date and be completed fully.

For the Campus land use, if parking passes are issued by the Educational or Business entity responsible for said campus area, ballots shall also be distributed to those students or employees with parking passes provided name and contact information is made available to the City by the Educational or Business entity.

Implementation
When a Reduced Speed Limit Area initiative passes, the implementation phase begins. The City Traffic Engineer will prepare a draft ordinance to modify City Code for the inclusion of the Reduced Speed Limit Area and present it to the City Transportation Commission for recommendation. The ordinance will then be presented to the City Council for approval and incorporation into the City Code.

Following approval by the City Council, Engineering staff in the Public Works Department will determine locations and signage required to implement the Reduced Speed Limit Area. Signage installation will be done in the order the Reduced Speed Limit Areas are approved, absent extenuating circumstances. The number of Reduced Speed Limit Areas signed each year depends on the availability of City resources.

All local streets within the approved zone will be reduced to 25 mph. Arterial and Major Collector Streets will remain at their currently posted speed limit. In addition, any Minor Collector Streets with Altered Speed Zones will remain at their currently posted speed limit. Variances may be evaluated in rare extenuating situations based on the character and use of the roadway (i.e. whether it feels and functions more as a through street or a local street).

Reduced Speed Limit Area Designation Removal Process
The designation of a Reduced Speed Limit Area may be removed through a successful neighborhood petition. To be successful, this process requires approval of at least 90% of property owners of lots whose owners were eligible to vote on the original initiative. The removal process may not be started until the designation has been in place for at least a one year (365 day) period.

Suspension of Applications
Once 60% of the City has been designated as a Reduced Speed Limit Area, the receipt of additional applications may be suspended at any time to allow City Staff to pursue adoption of a City-wide statutory speed limit reduction to 25 mph. If this pursuit is not successful, the receipt and processing of applications will resume. "60% of the City" shall be defined to mean 60% of the non-classified, City owned and maintained streets which are eligible for speed limit reduction under this policy.

Selective Traffic Enforcement Program
The availability, structure, and operation of the Selective Traffic Enforcement Program (STEP) will be governed by Bloomington Police Department Policy.

DRAFT

CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
MARCH 19, 2019

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

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

1. ATTACHMENTS:
   a. None

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:
The following comments were received by the Engineering Department between February 13, 2019 and March 13, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

1) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Speed and traffic data to be gathered to evaluate request when weather and staffing allows.

2) Received request to remove a No Parking sign in front of a house and an old utility pole which no longer has any lines on it along the back of the property. Reviewed request: parking restriction required to allow room for school buses and garbage trucks to turn around (house is on the end of a street without a cul-de-sac). Currently verifying owner of the pole, believed to be Ameren about its removal. Confirmed Ameren owned pole and contacted them about removal; also provided contact info to resident. Resident indicated school buses no longer use her street (child no longer school age) and garbage trucks use alley. Discussed further with internal staff on sign and confirmed that parking restriction needed to allow garbage trucks to turn from the alley. **Verified staff replaced existing faded sign. Item considered closed.**

3) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.

4) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Warford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. Will gather speed data and review crash data when weather allows.

5) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.

6) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.

7) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.

8) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.

9) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. Warning signs have been installed. Need to evaluate sign indicating school crossing is further west at the school.

10) Received complaint about truck traffic on Fort Jesse Road. Need to review.

11) Received request for traffic signals at Fort Jesse Road and Airport Road. Intersection currently 4-way stop with plans to signalize in near future. Traffic counting and data collection completed; traffic signal warrants are met. Next step is to discuss funding options.

12) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity.

13) Received complaint of Park Drive on Chestnut being blocked by park traffic. Need to contact resident and clarify concern.

14) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Need to gather speed and traffic volume data when weather allows and compare to Traffic calming policy.

15) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met). Need to formalize report and respond to resident.

16) Received request for traffic calming on W. Oakland between Livingston and Euclid. Need to gather speed and traffic volume data when weather allows and compare to Traffic Calming Policy.

17) Received request to add flashing yellow arrows at Emerson and Towanda due to confusion of eastbound left turn drivers and non-90 degree angle of intersection. Contacted requester and indicated flashing yellow arrows are beginning to be incorporated as other signal maintenance work is completed at an intersection. This particular location will be reviewed closer due to unique geometry for higher priority of flashing yellow arrow implementation.

18) Received report of missing no parking sign at McGregor and Oakland. Need to visit site and review.

19) Received report of defaced handicapped parking sign on University. Visited site, graffiti cleaned from sign. **Verified staff replaced existing faded signs. Item considered closed.**

20) Received request to remove school zone on southbound Center Street by Thornton's for Corpus Christi is no longer needed due to school closing. Confirmed that this zone was just for Corpus Christi and not also Bent Elementary and that there are no longer school activities at old Corpus Christi building. Need to coordinate with IDOT on removal of school zone limits.

21) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request.

22) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.

23) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.

24) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review.

25) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.

26) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.

27) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.

28) Received complaint about new power poles at Hershey and Jumer causing a sight obstruction. Visited site to review. Contacted Ameren to discuss poles. Ameren agreed at least one of the poles may not be necessary; they are reviewing internally.

29) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to Corn Belt for an estimate to install.

30) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.

31) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Need to visit site and evaluate.

32) Received complaint of stop sign obstructed by a tree limb at westbound Raspberry and Woodbine. **Sent work order to Parks Dept. for trimming when weather allows.**

33) Received notification of missing No Parking signs on S. Williamsburg and Yorktown. Existing signs have severely faded. **Visited site and identified missing and faded signs needing replacement. Need to complete work order.**

34) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.

35) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.

36) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.

37) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance.

38) Received concern about a no parking sign at Lincoln and Main. **Visited site and identified missing signs. Need to complete work order for replacement.**

39) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school. Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. **Need to determine options for increased signage, if any.**

40) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at "T" intersections in the neighborhood area.

41) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.

42) Received concern about number of crashes at Lee and MacArthur. We have been attempting several ways over last several years to reduce crashes at this intersection. We continue to look for new solutions. **Planning to install LED Flashing Stop Signs once they are available. Item considered Closed.**

43) Received request for school crossing guard at Irving.

44) Received request for curb painting at Summerfield and Hershey.

45) Received multiple requests for arrows to be painted on Evans Street indicating direction of travel. Currently exploring options to better control wrong-way traffic.

46) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.

47) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove ("T" intersection). Need to complete work order for sign installation.

48) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.

49) Received request for handicap markings to be repainted on Clayton at 314 E. Grove Street following resurfacing. Unable to complete this year due to weather, but will repaint in spring.

50) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.

51) Received request for removal of handicap parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.

52) Received request for One Way and Do Not Enter signs at Jackson and Four Seasons. Met with owner of this private intersection open to the public to identify MUTCD compliant signs to be updated/installed. Provided a list of signage to Owner. **Item considered Closed.**

53) Received notification of missing No Parking sign on East Street just north of Empire. **Verified missing sign, completed work order for replacement and verified replacement completed. Item considered Closed.**

54) Received notification of missing street name sign at East Street and Empire. **Contacted requestor, need to evaluate location for new sign.**

55) Received complaint of missing street name signs for Ashley Drive and Eric Court.

56) Received request for removal of handicap parking spot on 600 block of W. Chestnut due to person no longer there. Need to verify, complete work order for removal, and update City Code.

57) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. Need to evaluate and complete work order if signs are warranted.

58) Received request to remove "End of School Speed Zone" signage on Center Street between Mulberry and Locust since Central Catholic moved many years ago and signs are no longer needed. Reviewed location: signage remained after the High School moved due to Corpus Christi school on the west half of this block. Met with the Principal and Facilities Manager and confirmed there are no longer school activities being held at the old location. Need to put together a work order for the removal of the school zone signage.

59) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Will evaluate which side on which would be best to restrict parking and send out ballots to residents.

60) 1/31/19 – Received a concern that the City population signs when entering the City on the state routes all have different populations shown and they should be standardized. Also expressed concern about a number of lights being out along Veterans Parkway between College and Oakland. **Passed concerns on to IDOT. Item considered Closed.**

61) 2/4/19 – Received a request to evaluate a potential missing "No Parking" sign on the east side of East Street north of Empire. Visited site, reviewed documented signage and parking restrictions in City Code and verified missing sign and post. **Work order completed for reinstallation. Verified reinstallation complete. Item considered Closed.**

62) 2/4/19 – Received a request to re-mark and re-sign two handicap parking spaces near the intersection of East and University. Need to complete work order for sign reinstallation and repainting once weather allows.

63) 2/12/19 – Received a request to designate Airport Road between Empire and Fort Jesse as a memorial highway for Sgt. Josh Rodgers, an Army Ranger killed in action. **Designed signs, identified locations, completed work order for installation and coordinating with Clerk's office for Council Action at April 22, 2019 meeting. Item considered Closed.**

64) 2/12/19 – Received a request to limit the parking on 400 block of S. Roosevelt to allow better truck access to Ameren Substations. **Met with Ameren on 2/21/19 to review concerns. Talked to adjacent business owner who will have employees park on different section of the street away from the entrances. Item considered Closed.**

65) **NEW**: 2/13/19 – Received complaint of speeding and wrong-way traffic on Evans between Oakland and Front.

66) **NEW**: 2/14/19 – Received complaints that the traffic signal at Lincoln and Hershey isn't functioning properly. Forwarded to electricians who diagnosed a failed detector. Item considered Closed.

67) **NEW**: 2/14/19 – Received request for street light at an entrance on Towanda Barnes Road. Referred the requestor to the County. Item considered Closed.

68) **NEW**: 2/21/19 – Received request for "Deer Crossing" warning signs on W. Washington Street between Caroline and I-74 after witnessing 5 hit deer within the last year and seeing a large heard of deer several times along the road.

69) **NEW**: 2/25/19 – Received a request to limit the parking along Williamsburg Drive. Discussed with requestor: sight issues pulling out of daycare. Sign crews replaced

faded signs, work order completed for additional sign restricting parking immediately north of the daycare exit. Item considered Closed.

70) **NEW**: 3/1/19 – Received complaint of faded No Parking sign on Roosevelt by Bent School. Sign replaced. Item considered Closed.

71) **NEW**: 3/5/19 – Received request for a Loading Zone on Mission Drive. Visited site to review with requestor.

72) **NEW**: 3/7/19 – Received a request for stops signs at Maizefield Drive and Harbord Drive. Currently stop signs on Maizefield. Need to contact and clarify request.

73) **NEW**: 3/8/19 – Received a request for additional no parking signs along Northbound Black Oak to help control parents during pickup and dropoffs. Need to review current parking restriction signage.

74) **NEW**: 3/11/19 & 3/12/19 – Received two complaints that the traffic signal at College and Meijer isn't functioning properly. Forwarded to electricians who diagnosed a failed detector. Item considered Closed.

75) **NEW**: 3/12/19 – Received a complaint about speeding on Woodruff from Colton to Linden and on Linden. Will evaluate for traffic calming.

3. STAFF RECOMMENDATION:

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

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
MARCH 19, 2019

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Proposed 2019 Construction Season Resurfacing Program	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted as information for the Transportation Commission.	

STAFF RECOMMENDATION: N/A
Staff submits the following information to the Commission.

1. ATTACHMENTS:

a. **2019 Construction Season (FY2020) Proposed Resurfacing Map**
b. **Map showing all resurfacing since 2013 (FY 2014)**
c. **Map showing all pavement preservation projects since 2013 (FY 2014)**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

Engineering Staff have completed the preliminary street resurfacing plan for the 2019 construction season (FY2020). Please see the attached map for specific locations. Please note that the locations shown on the map are based on estimated construction costs. Locations may be added or deleted once bids are received to meet available budgets. Additional information, including a link to the current street pavement ratings, is available on the City website at the following link:

http://www.cityblm.org/government/departments/public-works/project-updates

The process of deciding which streets to repair first involves a complex consideration of needs and funding. Historically, funding levels have forced the City to decide which streets – already deemed in need of work – must wait. The City has faced a constant decision: Fix residential streets in dire need of work or fix arterial and collector streets that are in less dire shape but carry substantial traffic loads. The arterial and collector streets have taken priority because of public safety. Being longer and wider, their repair often exhausts available funds rapidly, and that leaves less funding for the neighborhood streets.

The criteria and methodology that follows gives insight into complex decision making required when expending public dollars, especially when funding levels have not historically met need. They show a process of balancing interests: condition of the street surfaces, traffic volume, importance of the street to the overall transportation system (arterial versus low-volume residential, bike routes, transit route), and location (proximity to a school, hospital, etc.). To stretch available funding further, efficiency of work is also taken into account. A given block

may get moved forward or back a year or two if the blocks on either side of it are going to be resurfaced then, or is there is another project (water main replacement, sewer reconstruction) that would require extensive patching.

Criteria and Methodology for Choosing City Streets to be Resurfaced:

1) Street rating activity occurs throughout the year as time allows. Each street is rated once every three years at a minimum. Some of the worst streets are inspected yearly.
2) Street sections found in need of resurfacing are added to an Excel spreadsheet, if not previously added.
   a) In general, a street that requires constant City maintenance to remain drivable is considered in need of resurfacing.
   b) Severe rutting is a major criterion and is a sign of bad asphalt and/or base failure.
   c) Pervasive, deep cracking is also a major criterion, even if potholing has not yet begun.
   d) Raveling of the surface of the asphalt is a sign the road will not last much longer.
   e) Asphalt pavements with total thickness of 3” or less will often wear away, down to the gravel base, in places and are in need of resurfacing.
   f) Each time a citizen reports a street needs to be resurfaced, the street is inspected and added to the spreadsheet if deemed necessary, and if it has not already been added.
   g) Several major arterial roads are placed on a watch list. These streets are re-inspected each year prior to generating a resurfacing list for the coming year.
3) Variables of each street section are recorded in the spreadsheet. Variables include traffic volume, pavement type, square yard area and cost estimate.
4) As the streets are rated, notes are made. For extremely poor condition residential (low volume) streets, an Engineering Division technician estimates the latest the road can suffice without resurfacing and the year of latest date planned resurfacing is entered into a column in the spreadsheet, typically going out about 5 years in advance.
5) This spreadsheet is used to generate a preliminary resurfacing list based upon the expected budget. When the streets slated for the next year’s program exceed the expected budget, some streets must be chosen to wait another year:
   a) Streets with the higher traffic volumes receive higher priority.
   b) Streets near schools and City bus routes are given added consideration as well.
   c) Some streets undergo “permanent patching,” which entails milling bad areas and roller compacting the milled area with hot asphalt. This increases the overall quality of the pavement and thus these streets are delayed for resurfacing. Completed patching gets noted on the spreadsheet.
6) All of these preliminary streets are driven to make certain of the extents of the area to be resurfaced and to check if any of the streets have been patched by City crews.
7) A map is made of the streets and printed out and circulated in-office. It also gets reviewed by Water Division staff and to other utilities in hopes of preventing conflicting projects. (Example: A street may be put on hold for a year if Public Works learns of a NICOR project that will tear up the street or is there is a failing sewer or water main that needs to be replaced.)
8) This list will be further modified as infrastructure inspections are conducted and reports come back from various City entities and utilities about scheduled construction projects affecting these streets.

9) Finally, projects are let out for bid. Bids are submitted, opened publicly and reviewed. Only then can the City actually decide what streets can fit within budget parameters.

To provide an indication of the results of this process, attached are two additional maps showing the resurfacing and the pavement preservation work completed in the City since 2013. These maps show the work has been generally spread across the city and not focused on any particular area.

3. STAFF RECOMMENDATION:

Staff submits the above information to the Commission.

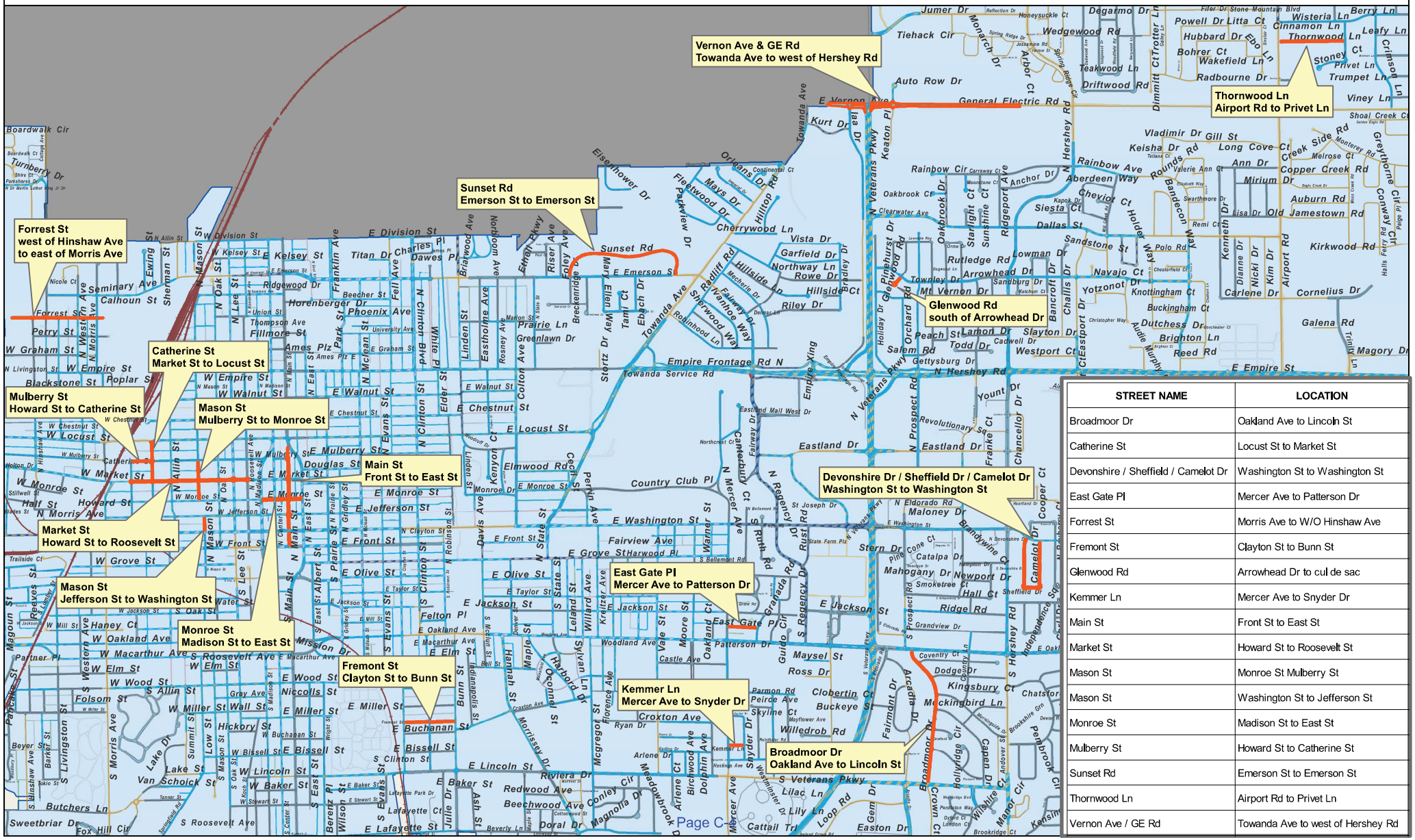
Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

City of Bloomington Illinois
Public Works Department

2019 RESURFACING PLAN (FY2020)

0 1,550 3,100
Feet



STREET NAME	LOCATION
Broadmoor Dr	Oakland Ave to Lincoln St
Catherine St	Locust St to Market St
Devonshire / Sheffield / Camelot Dr	Washington St to Washington St
East Gate Pl	Mercer Ave to Patterson Dr
Forrest St	Morris Ave to W/O Hinshaw Ave
Fremont St	Clayton St to Bunn St
Glenwood Rd	Arrowhead Dr to cul de sac
Kemmer Ln	Mercer Ave to Snyder Dr
Main St	Front St to East St
Market St	Howard St to Roosevelt St
Mason St	Monroe St Mulberry St
Mason St	Washington St to Jefferson St
Monroe St	Madison St to East St
Mulberry St	Howard St to Catherine St
Sunset Rd	Emerson St to Emerson St
Thornwood Ln	Airport Rd to Privet Ln
Vernon Ave / GE Rd	Towanda Ave to west of Hershey Rd

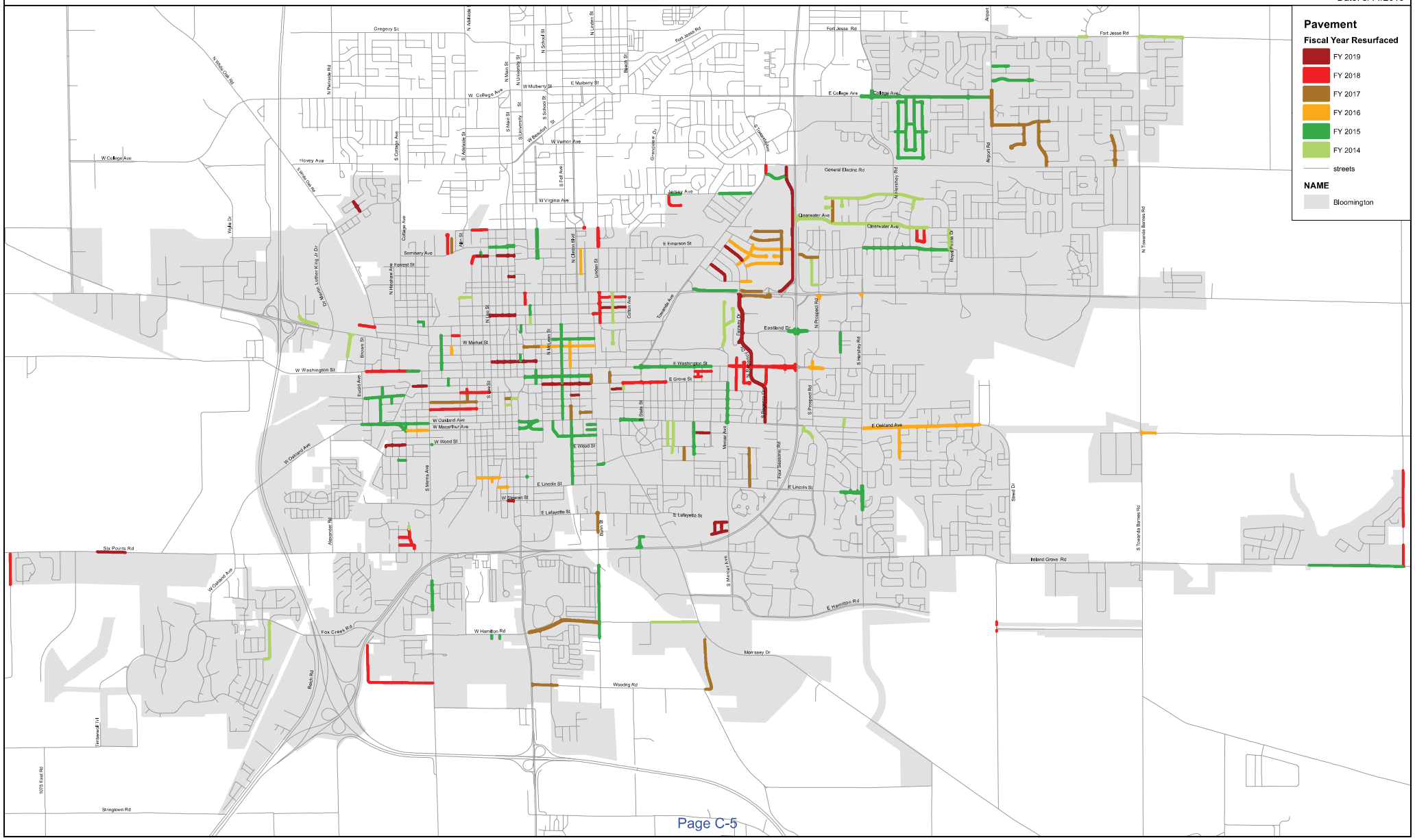
CITY OF Bloomington ILLINOIS

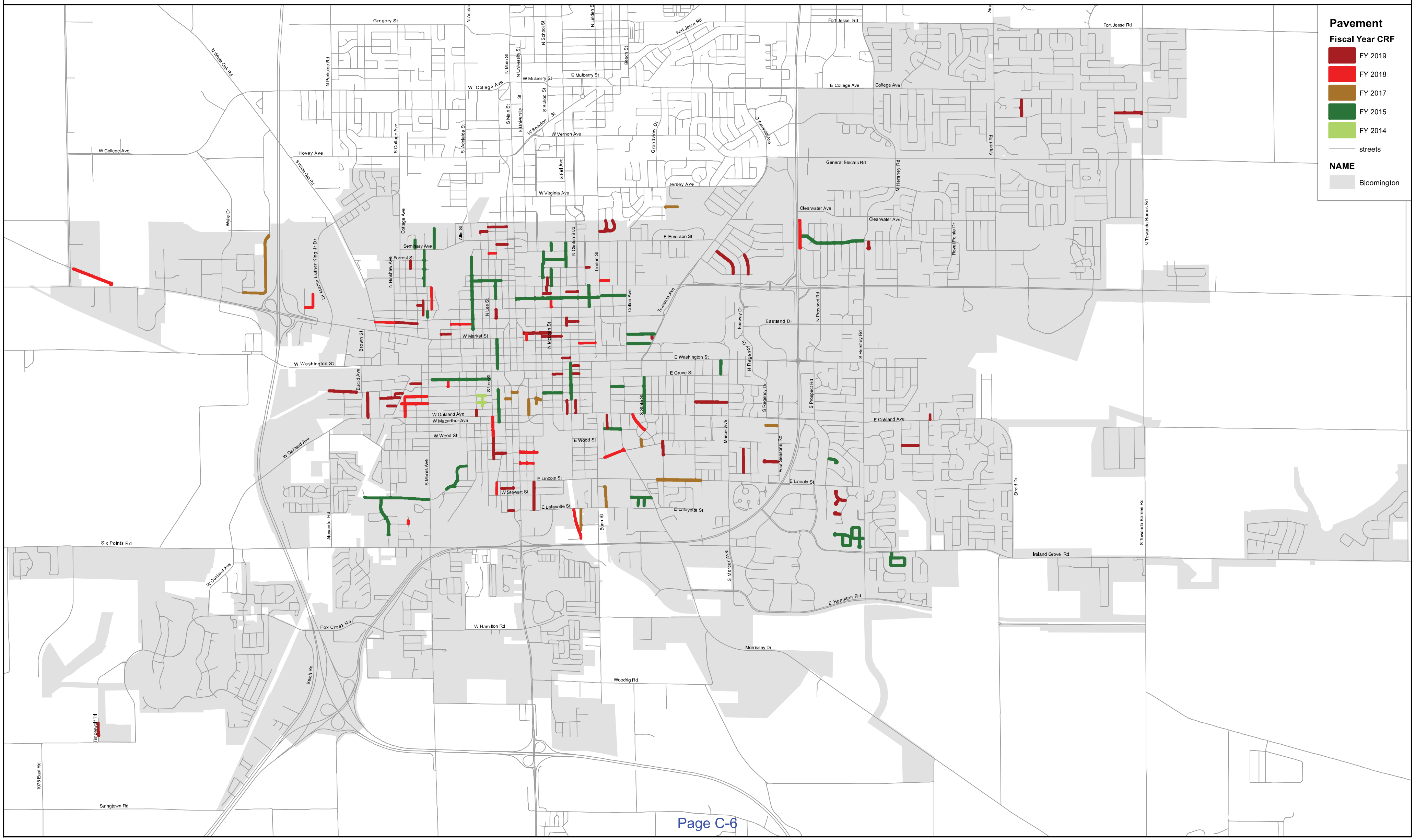
Public Works Department

Pavement Resurfacing Since FY 2014

0 3,300 6,600
Feet

Date: 3/14/2019



City of Bloomington Illinois
Public Works Department

Pavement Preservation CRF Since FY 2014