

**AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, FEBRUARY 18, 2020 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 November 19, 2019 and January 21, 2020 regular meetings of the Bloomington Transportation Commission.
- 5. REGULAR AGENDA**
 - A. **Information:** Local Traffic Calming Statistics
 - B. **TC-2019-03:** Annual Street Maintenance Program Discussion
 - C. **Information:** February 2020 Citizen Comments/Complaints Summary (Review & Discussion)
- 6. OLD BUSINESS**
 - A. Amending the minutes of the September 2019 Commission Meeting
 - B. Any old items brought back by the Commission
- 7. NEW BUSINESS**
 - A. Any new items brought up by the Commission
- 8. COMMISSIONER COMMENTS**
- 9. ADJOURNMENT**

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

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

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. George Boyle, City Attorney; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; and members of the public.

1. CALL TO ORDER: Ms. Bradley called the meeting to order at 4:02 pm.

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

3. PUBLIC COMMENT: None

4. MINUTES: Reviewed and approved the minutes of the October 15, 2019 regular meeting of the Bloomington Transportation Commission. Mr. Heenan motioned to approve the minutes with the correction to the status of the individual mentioned under Item B during the discussion of the Allin and Oakland intersection and the correction of the spelling of Mr. Breitweiser's name in Section 5. Mr. Corey seconded the motion. The Transportation Commission unanimously approved the motion via voice vote.

5. REGULAR AGENDA:

A. Election of Chairman and Vice-Chairman

Mr. Allyn indicated that the previous Chairman election was for an interim of 2 months, which has expired. Mr. Heenan nominated Ms. Bradley for Chairwoman, seconded Ms. Benecke, Ms. Bradley accepted and was elected unanimously.

Ms. Bradley nominated Mr. Heenan for Vice-Chairman, seconded Mr. Breitweiser, Mr. Heenan accepted and was elected unanimously.

B. Information: IDOT Multi-year Plan: FY 2020-2025 (Review and Discussion)

Mr. Allyn reviewed the information from the packet regarding the work that IDOT has programmed for the upcoming 6 years. There is a significant amount of work, both construction and design, that is planned for the Bloomington-Normal area in general and the City in particular. Most of the State roads in the worst condition in the City are scheduled for improvement. The major projects include:

1. Construction funding for the Route 9 improvements through the City including the re-routing of the Route designation from Empire and Lee streets to Center and Locust, which are already state routes. This will remove the State highway from the residential area around Bent Elementary. Also included is the addition of 8-foot wide sidewalk along the north side of Market Street from Towanda to the airport.
2. Phase 1 preliminary design study for the Business Route 51 (Main and Center (East and Madison through downtown) from Olive through the ISU campus in Normal. This should be a significant maintenance effort similar to the Route 9 project. It's unknown the exact scope at this time.

3. Construction resurfacing on Veterans Parkway at Morris, from Commerce through Washington, and in Normal, which will complete the remaining gaps in the resurfacing that has been completed the last several years.
4. Phase 1 preliminary design study for US Route 150 along Hanna and Morrissey.
5. Construction resurfacing along US Route 150 (Clinton Street).

Mr. Heenan asked if any of the projects are new construction as an expansion of the existing street network. Mr. Allyn indicated that everything being done in our area is maintaining the current infrastructure.

Ms. Bradley asked about the timing of the projects. Mr. Allyn indicated that the years provided are the State's fiscal years, which run from July to June. The projects planned for the current year (July 2019 through June 2020) are noted as such. We don't yet know the timing for the other projects scheduled for the remaining years. It's reasonable to assume that the projects that have both design and construction planned, the design work will likely be in the first year or two, with the construction anticipated for the last several years. The construction will likely be spread out among the years. Construction of the section of Veteran's from Commerce to north of Washington will likely be soon since the State has had design plans completed for a couple years already. It's still unknown the specifics on the phasing for the larger projects such as the Route 9 corridor. Since none of the design work has been completed for the Route 9 construction documents, it can be assumed that this construction will be at least a year away.

Mr. Breitweiser asked if there were any projects that the City would have liked to have been included that were not. Mr. Allyn indicated that there wasn't anything significant. The City's biggest priority has been the re-routing of Route 9 from Lee to Center, followed by repairing the worst stretches of State roads, and these have both been included. The Route 51 corridor could also be a significant improvement. We are very excited about the amount of work planned for our City and this will be great for our residents.

Ms. Bradley asked for clarification of some comments she recently heard about the quality of the pavement on Center Street. Mr. Allyn stated that Center street used to be a local City street prior to the implementation of the one-way couple on Center and Main. This means that pavement designed for low volume local traffic was converted to a high-volume, high truck street and the base isn't as good as it would typically be, resulting in the surface not lasting as long as it should. One of the projects that was specifically broken out for reconstruction is a section of the Center Street. Since a "reconstruction project" typically involves rebuilding the pavement all the way down to the base, this deficiency should be addressed. We'll have to wait and see the final project though to know for sure.

Mr. Heenan asked about any overlap between the City and State on these projects. What does the City need to do? Mr. Allyn indicated that one of the most important things is communicating with residents that these projects are coming in the near future. A significant amount of the State routes through town are in poor condition and this work should dramatically improve them. In a more tangible sense, while the State is funding the vast majority of this work, there will be portions of some of the projects that will require City involvement. For example, the cost of new sidewalk construction proposed along the north side of Empire with the Route 9 project will be split 80% State and 20% City. We do not know the amounts at this point.

Mr. Breitweiser asked about how the State is addressing pedestrian or bicycle accommodations on each of the major projects such as Veterans and Route 51. Mr. Allyn indicated that if we would like new sidewalk to be included in one of the projects, the City would make the request and IDOT would include if possible. This is what happened with the new sidewalk along Empire. Most of the Route 51 length already has sidewalk. Maintenance of this sidewalk is the City's responsibility. The IDOT project would probably only include upgrading curb ramps to current standards. The Veterans project is just a

resurfacing, so it will include curb ramp upgrades, but very little other work outside the milling and overlay. With the resurfacing there will be new pavement markings at all the crosswalks. These streets are the State's jurisdiction, so it is the final decision on what is included. We can make requests to incorporate elements of our various master plans. They usually will include items such as new sidewalk when it makes sense and fits the scope of the project. The Route 9 project has a larger scope that focuses on the entire Right of Way and this includes a significant amount of curb and gutter replacement, intersection upgrades, and the new sidewalks. The Veterans projects have smaller scopes that are focused primarily on maintaining the pavement. Mr. Breitweiser mentioned that the Town of Normal is kicking off the public portion of the renewal of their Pedestrian Master Plan. Some of the comments received were about pedestrian access on north-south routes, especially along Veterans Parkway. There is a hope that this provides the opportunity to work with the State on this.

Ms. Bradley mentioned that we have recently lost two young people to pedestrian crashes on Veterans Parkway. We need to take time to look at how this loss for the community impacts residents and ask that the State consider this as they plan and complete these projects.

C. Information: November 2019 Citizen Comments/Complaints Summary

Ms. Bradley asked about item number 88 (request for traffic signals at Airport Road and Carlene/Cornelius). Should the traffic signal have been installed with this project? Mr. Allyn indicated that the intersection was built with the High School and the signal wasn't warranted at that time. With the recent construction of the eye center and the ongoing new restaurant development, staff is monitoring this intersection and will be reviewing traffic signal warrants once the restaurant work is completed.

Ms. Bradley noted the number of requests for traffic calming and asked about the effectiveness of the speed humps that is our current practice. Mr. Allyn indicated that in general, he does believe that it is effective. The speed humps require drivers to slow down. Mr. Kothe responded that data was gathered during the period 10-20 years ago when most of the traffic calming was installed. It showed that when the humps were placed at the proper spacing and not too far apart, it was effective. The City has found that the speed humps provide the best balance between speed control and ease of maintenance.

Mr. Heenan asked whether on-street parking has a positive traffic calming effect and if the addition of on-street parking would be a good alternative to speed humps. Mr. Kothe indicated that on-street parking does help to calm traffic due to the reduced width. However, most areas where the traffic calming is installed already allows on-street parking. One downside of this approach is that in most of the newer parts of town, homes have two or three car garages and there tends to be fewer on-street parkers. Mr. Breitweiser mentioned a similar affect when the number of lanes is reduced with a road diet.

Ms. Bradley asked about the jurisdiction of Fort Jesse between Veterans and Airport. Mr. Allyn indicated that portions are the Towns and portions are the City's. Ms. Bradley asked about how the Town and City would come to an agreement on what the speed limit should be. Mr. Allyn indicated that each agency would be responsible to set the speed for their segments. Ms. Bradley mentioned that with the number of driveways and reduced visibility, the speed limit may need to be reduced below 45 mph.

6. OLD BUSINESS:

Mr. Breitweiser inquired about the status of the Main Street parking and the anticipated end date. Mr. Allyn indicated that the end date won't be until late-spring at the earliest since the marking work can't be done until the weather warms. Ms. Bradley indicated that its important to get this right since it will be in place for a number of years.

7. NEW BUSINESS:

Mr. Breitweiser asked that in light of the recent pedestrian fatalities on Veterans Parkway, what discussion has happened at the government level and what is the role of a commission such as this in addressing any safety concerns that have been brought forward. What actions have been taken and what improvements can be made? Mr. Allyn indicated that he isn't aware of anything specific in response to the fatalities. A side path along Veteran's is included in the Bicycle Master Plan to be constructed when possible. This should help with pedestrian and cyclist safety by providing them a space to travel separate from the vehicles as well as allowing easier access to the marked crossings. He can't speak to the recent fatality in Normal without knowing any of the details. Regarding the earlier fatality, not all the details are known other than that it involved a pedestrian crossing Veterans between intersections. While not trying to assign any blame, in general, it's important, especially on higher-speed and higher-volume roads, that everyone uses the spaces that are allotted to them for the safety of all. In the same way that vehicles should not travel the wrong way down a street, pedestrians should be using crosswalks and crossing at locations where drivers expect them to cross. Facilities are designed to mitigate potentially dangerous conflicts and all users are responsible to use those facilities properly. Drivers are responsible to obey traffic laws including speed limits, right-of-way, and not driving distracted. Bicyclists are responsible to obey the traffic laws and traffic control devices pertinent to the facility they are using. Pedestrians are responsible to cross at the locations that are designated as the safest crossing locations with equipment, signage or markings to assist them.

Ms. Bradley agreed that pedestrians have a certain responsibility to use the facilities and devices that are there to serve them. We should also be encouraging the State to give the City the best that they have knowing that the community needs it. With the changes on Veterans coming, we have an opportunity to improve.

Mr. Allyn mentioned that there are three components to safety we call the three E's: Engineering, which is designing properly, Enforcement, which is making sure things are used properly, and Education, which is making sure people know what they should be doing so that they can make wise decisions. While one or two often get focused on, all three components are critical.

Mr. Breitweiser expected that the IDOT work would only provide the engineering aspect and wondered if that would be adequate.

Mr. Corey asked if there has ever been consideration of a pedestrian overpass across Veterans. Mr. Kothe mentioned that one of the challenges with pedestrian crossings is that pedestrians will typically only use an accommodation if it is convenient. If it requires significant extra travel, they will take the risky crossing instead. There are locations where pedestrian crossings are provided with traffic signals, but often people will still cross between them rather than walking down to the nearest intersection. This would be the same with a pedestrian overpass. If enough people use them, then they are worth the large cost. However, it won't save any lives if people take risky behavior and cross mid-block. There was some consideration with the State when Veterans was widened from 4 lanes to 6, but it hasn't been brought up recently. The underpass for the trail works well but it's located right at the trail and is primarily used by the trail users. Mr. Corey indicated that one of the heaviest pedestrian crossing locations is between Cloverton and Buckeye.

Mr. Breitweiser asked if any studies or data gathering has been completed on the whether the number or severity of pedestrian crashes has increased? The currently feeling is that they have, but maybe that's not actually the case. It would be good to know.

8. COMMISSIONER COMMENTS:

None.

9. ADJOURNMENT: Mr. Corey made a motion to adjourn. Mr. Heenan seconded the motion. The motion was approved unanimously, and the meeting was adjourned at 5:05 pm.

Respectfully,

Philip Allyn
City Traffic Engineer

DRAFT

**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
TUESDAY, JANUARY 21, 2020 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Mr. Edward Breitweiser, Mr. John Corey, Mr. Adam Heenan

MEMBERS ABSENT: Ms. Rickielee Benecke, Ms. Maureen (Reenie) Bradley

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

1. CALL TO ORDER: Mr. Heenan called the meeting to order at 4:14 pm.

2. ROLL CALL: Mr. Allyn called the roll. With three members in attendance, there was a lack of quorum.

3. PUBLIC COMMENT: None

4. MINUTES: No discussion or action due to lack of quorum.

5. REGULAR AGENDA: No discussion or action due to lack of quorum.

6. OLD BUSINESS: No discussion or action due to lack of quorum.

7. NEW BUSINESS: No discussion or action due to lack of quorum.

8. COMMISSIONER COMMENTS:

None.

9. ADJOURNMENT: Mr. Breitweiser made a motion to adjourn. Mr. Corey seconded the motion. The motion was approved unanimously, and the meeting was adjourned at 4:15 pm.

Respectfully,

Philip Allyn
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
FEBRUARY 18, 2020**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Local Traffic Calming Statistics	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Item submitted as information for the Transportation Commission in response to previous questions.	

STAFF RECOMMENDATION: N/A

Staff submits the following information to the Commission.

1. ATTACHMENTS:

a. Traffic Calming Statistics Spreadsheet

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

During discussion at a previous Commission meeting, it was asked if any data was available on the effectiveness of the City's traffic calming measures. The attached spreadsheet was completed in late 2008 following the installation of traffic calming measures over the previous 10 years. Please note the following definitions:

- **85th Percentile Speed** – The speed at which 85% of the total vehicles are traveling at or below. This is the standard typically used to determine the prevalent speed on a roadway.
- **Violation Rate** – The percent of vehicles exceeding the speed limit.
- **Device Types:**
 - **Humps** refer to speed humps placed to span the entire width of the street. They provide a vertical change that requires a vehicle to reduce speed. They are typically taller and longer, and thus gentler, than the bolt-down “speed bumps” often seen in parking lots. They are placed between intersections on longer stretches of streets.
 - **Circle** refers to raised median circles constructed in the center of intersections. They reduce vehicle speeds by requiring a vehicle to quickly change direction horizontally when passing through the intersection.
- **Spacing** – The distance between traffic control devices.
- **Diversion** – The percent change in traffic volume indicating how many drivers choose to use a different street after the traffic calming is installed. In some cases, diversion can be a benefit of traffic calming, such as when traffic diverts from a local street to a collector or arterial. In other cases, a traffic calming request can be denied if a diversion analysis

indicates that traffic will simply shift from one local street to a parallel local street. In this situation, the speeding problem isn't addressed, it is only moved to a different location.

- **Signature Rate** – This indicates the percentage of residents on the street that were in favor of installing traffic calming when polled during the initial evaluation period. Per current policy, at least 70% of returned ballots must be marked in support of the initiative for the traffic calming devices to be installed (in addition to other requirements).

The following observations were made based on the data gathered and observations made in the years following installation:

- 1) Vehicle speeds reduced significantly at the location of the device:
 - a. Average violation rate dropped from 41.4% to 2.9%.
 - b. The 85th percentile speed dropped on average 36.5%.
- 2) Vehicle speeds also reduced noticeably at the midpoint between devices:
 - a. Average violation rate dropped from 41.4% to 7.6%.
 - b. The 85th percentile speed dropped on average 22.1%.
- 3) Spacing between devices is important to adequately reduce speeds between devices. Greater reductions in speed were generally seen when devices are spaced less than 400 feet apart.
- 4) Diversion is highly susceptible to the specific location and the suitability of alternate routes.

The City has determined the hot mix asphalt speed hump to be the most durable, low cost and low maintenance of the traffic calming devices installed since the beginning of the City's traffic calming program. The humps typically last as long as the wearing surface of the street they are on and have been easily replaced when the streets are resurfaced. In contrast, the concrete circles are often damaged by vehicles, particularly snowplows, reducing their aesthetic appeal and requiring increased maintenance.

Additional information on the current City traffic calming policy can be found on the City website here:

<https://www.cityblm.org/government/departments/public-works/resident-community/traffic>

3. STAFF RECOMMENDATION:

Staff submits the above information to the Commission. No recommendation on further action at this time.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

City of Bloomington, Illinois
Traffic Calming Statistics

LOCATION	YEAR	BEFORE			AFTER - AT DEVICE			AFTER - MID DEVICE			DEVICE TYPE	SPACING (feet)	DIVERSION	SIGNATURE RATE		
		VOLUME (vpd)	85 TH % SPEED (mph)	VIOLATION RATE	VOLUME (vpd)	85 TH % SPEED (mph)	VIOLATION RATE	Percent Change In Speed	VOLUME (vpd)	85 TH % SPEED (mph)					VIOLATION RATE	Percent Change In Speed
EAGLE CREST DR. - AIRPORT RD. TO INTERLOCKEN DR.	1998	1909	35	43%	1617	23	2%	-34.3%	1564	26	2%	-25.7%	HUMPS/CIRCLE	300	-18%	86%
MILLER PARK - LAKE DRIVE	1998	473	21	17%	509	18	5%	-14.3%	N/A	N/A	N/A	N/A	HUMP	N/A	8%	N/A
MILLER PARK - INTERIOR ROAD ROCKSBURY DR. - BINGHAMTON LN. TO BAINBRIDGE LN.	1998	1175	21	17%	1142	18	4%	-14.3%	N/A	N/A	N/A	N/A	HUMP	N/A	-3%	N/A
ROCKSBURY DR. - BAINBRIDGE LN. TO CARRINGTON LN.	1998	906	32	23%	777	19	0%	-40.6%	834	24	1%	-25.0%	HUMPS/CIRCLE	330	-8%	92%
ROYAL POINTE DR. - CLEARWATER AVE. TO ARROWHEAD DR.	1998	N/A	N/A	N/A	207	18	2%	N/A	151	24	3%	N/A	HUMPS/CIRCLE	370	N/A	92%
ROYAL POINTE DR. - ARROWHEAD DR. TO EMPIRE ST.	1998	2216	37	64%	954	22	1%	-40.5%	974	26	1%	-29.7%	HUMPS/CIRCLE	430	-57%	93%
SPRINGFIELD RD. - LAKE ST. TO VAN SCHOICK ST.	1998	1720	36	55%	N/A	N/A	N/A	N/A	704	29	8%	-19.4%	HUMPS/CIRCLE	420	-59%	93%
COLTON AVE. - EMPIRE ST. TO MARION ST.	1998	1247	34	28%	N/A	N/A	N/A	N/A	1185	25	1%	-26.5%	CIRCLES	300	-5%	88%
COUNTRY CLUB PL - TOWANDA AVE. TO WASHINGTON ST.	1999	1207	35	41%	1228	22	1%	-37.1%	1158	27	2%	-22.9%	HUMPS/CIRCLE	350	-4%	85%
RAINBOW AVE. - HERSHEY RD. TO BROADBOWS RD.	1999	4294	38	76%	1817	23	2%	-39.5%	1800	29	8%	-23.7%	HUMPS	470	-58%	95%
WASHINGTON ST. - HERSHEY RD. TO SESAME ST.	1999	2245	40	69%	2517	26	3%	-35.0%	1773	24	1%	-40.0%	HUMPS	475	-21%	74%
WASHINGTON ST. - SESAME ST. TO EVERGREEN LN.	1999	2337	32	24%	2036	24	2%	-25.0%	2091	28	6%	-12.5%	HUMPS/CIRCLE	350	-13%	79%
BROAD CREEK RD. - G.E. RD TO MONTEREY RD.	1999	1116	34	41%	N/A	N/A	N/A	N/A	905	26	2%	-23.5%	HUMPS	350	-19%	79%
GETTYSBURG DR. - ARROWHEAD DR. TO TODD DR.	2001	974	36	45%	671	21	2%	-41.7%	N/A	31	17%	-13.9%	HUMPS	480	-31%	74%
OLD JAMESTOWN - AUBURN RD TO MOSS CREEK RD.	2003	1734	35	35%	N/A	22	2%	-37.1%	N/A	30	15%	-14.3%	HUMPS	400	-17%	89%
WESTERN AVE. - BLACKSTONE ST TO GRAHAM ST.	2004	1113	38	54%	1152	23	4%	-39.5%	1104	27	6%	-28.9%	HUMPS	340	+1%	87%
BALLYSHANNON DR. - CAVE CREEK RD. TO IRELAND GROVE RD.	2004	2097	35	37%	1494	18	4%	-48.6%	1727	32	19%	-8.6%	HUMPS	330	-18%	100%
EDDY RD. - OAKLAND AVE. TO ROCK GARDEN CT.	2005	613	37	50%	388	22	3%	-40.5%	423	28	5%	-24.3%	HUMPS	325	-31%	88%
NORTH POINTE DR. - HARBOR POINTE CIR. TO BAY POINTE DR.	2005	1301	35	48%	951	20	3%	-42.9%	866	26	5%	-25.7%	HUMPS	350	-27%	85%
RAINBOW AVE. - RIDGEPORT AVE. TO OAKBROOK DR.	2005	1196	35	35%	1292	22	4%	-37.1%	1008	28	8%	-20.0%	HUMPS	380	8%	85%
WOODLINE RD - G.E. RD TO LONGWOOD LN	2005	1189	35	31%	781	23	6%	-34.3%	846	30	14%	-14.3%	HUMPS	400	-29%	85%
NORMA DR - G.E. RD TO GINA DR	2007	1780	35	38%	1740	20	2%	-42.9%	1742	27	8%	-22.9%	HUMPS	420	-2%	85%
EAGLE CREEK DR - AIRPORT RD TO MOSS CREEK RD	2007	1137	36	40%	766	20	3%	-44.4%	925	23	5%	-36.1%	HUMPS	330	-23%	92%
MT VERNON DR - HOLIDAY LN TO ARROWHEAD DR	2007	728	36	49%	385	22	3%	-38.9%	314	31	17%	-13.9%	HUMPS	400	-47%	73%
Average:	2008	1484	35	34%	926	22	3%	-37.1%	953	30	13%	-14.3%	HUMPS	470	-38%	70%

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
FEBRUARY 18, 2020**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2019-03	Annual Street Maintenance Program	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Review and approval of recommended optimization inputs for software to develop the upcoming 5-Year Annual Street Maintenance Program	

STAFF RECOMMENDATION: Approval

Staff recommends the Transportation Commission pass the following motion:

- A. Approval of the staff recommendations regarding the implementation and prioritization settings of the DOT Roads software for evaluation of the 5-year Annual Street Maintenance Program.**

1. ATTACHMENTS:

- a. Background information available on the City Website (Commission documents page):**
- i. March 2018 Meeting Agenda Packet and Minutes – Overview information on the various types of funding available for transportation projects**
 - ii. August 2018 Meeting Agenda Packet and Minutes – Historical Information on past street resurfacing and funding levels and ratings**
 - iii. August 27, 2019 Special Meeting Agenda Packet and Minutes – Council Memo for purchase of DOT (Decision Optimization Technology) Roads Software and PASER Hot Mix Asphalt Manual**
 - iv. October 2019 Meeting Agenda Packet and Minutes – Overview of the DOT (Decision Optimization Technology) Roads Software**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

Public Works is changing the way that various infrastructure maintenance work is planned and completed to be more efficient with available resources and better coordinate between the different divisions and types of work. At the August 2019 Commission meeting, this new process for the determining and releasing the Annual Street Maintenance Program was discussed. A formal 5-year plan for the street work will be generated by the Engineering Division initially using DOT (Decision Optimization Technology) Roads Software from Infrastructure Solutions Inc. This program was discussed in detail at the October 2019 Commission meeting. Commissioners are encouraged to review the background information listed above prior to this

meeting, particularly the DOT Roads software information from the October 2019 meeting and the associated meeting minutes.

Staff has completed the initial setup and calibration of the DOT Roads Software and developed a recommendation for the priority-based variables that the program will use to determine which street segments will receive maintenance work sooner. There are three main groups of settings that can be used in the optimization. Desired Levels of Service relate to the acceptable quality of the street network. Network Based Factors and Community Benefits Factors allow the prioritization of various features of a given street segment in the determination of where maintenance work is scheduled.

The **Levels of Service factors** determine the boundaries of the optimization by setting the desired target and minimum qualities of the street system pavements. Staff recommends the following input values (Table 1) be used for the optimization. Focus should be on how the ratings relate across the different functional classifications and whether the minimum and target values are acceptable.

	Factor	Functional Classification	PASER Rating x 10
Level of Service	Minimum Acceptable Performance	Arterial	40
		Collector	35
		Local	30
	Minimum Acceptable Condition	Arterial	35
		Collector	30
		Local	20
	Minimum Target Condition	Arterial	60
		Collector	50
		Local	35
	Deficit Threshold	Arterial	35
		Collector	30
		Local	20

TABLE 1: Level of Service Input Values

The values shown relate directly to the PASER rating multiplied by ten. Therefore, they will range from 100 (new pavement) to 10 (completely failed pavement). For more detailed information, please see the PASER manual provided in the February 2019 and August 2019 meeting packets. To provide a frame of reference for the recommended values, under the PASER rating system, a rating of 6 (or 60) and above is generally considered “Good” to “Excellent”. Streets with a rating of 2 to 4 (or 20 to 40) are generally in need of resurfacing. Ratings below 2 (or 20) are typically deteriorated enough that they will need to be reconstructed rather than simply resurfaced. Streets that were resurfaced in the 2019 construction season had an average rating of 29.

Values are proposed with the goal of arterial streets being kept in the best condition, followed by the collector streets. Arterial streets are the transportation corridors in the City making them critical to moving people and goods. As the most travelled streets, the condition of the arterials will provide the greatest impact (positive or negative) to the experience of the most people. Arterial streets are also typically wider with thicker pavement than local residential streets. This means that they will be more expensive to reconstruct should they deteriorate to that point. Collector streets serve many of the same functions of arterial streets, but to a smaller degree. While an arterial will carry traffic from one side of the City to the other, a collector will carry all of the traffic from an area to the nearest arterial. Local streets typically have very minimum traffic volumes, with emphasis on providing access to properties rather than movement.

Minimum Acceptable Performance is a measure of the overall quality of the system by specifying the average (or expected) condition over the planning horizon *for each classification*. It acts as a hard constraint, meaning if the optimizer cannot find a solution that meets these minimums with the funding levels that are available, it will not return a result. Minimum values were set with the intent of streets being addressed while a more cost-effective maintenance treatment (asphalt resurfacing or fog seal) is possible thus avoiding the higher-cost complete reconstruction.

Minimum Acceptable Condition is the condition level that *individual streets* are not allowed to drop below. It is a soft constraint meaning that when a street does drop below this level, it gains a significant priority boost, however it does not necessarily mean that it will immediately be resurfaced. There might be cases where streets drop below the acceptable condition depending on the applied optimization objective and other network attributes. Again, minimum values were set with the intent of streets being addressed while a more cost-effective maintenance treatment (asphalt resurfacing or fog seal) is possible thus avoiding the higher-cost complete reconstruction.

Minimum Target Condition is the desired average rating for the associated functional class to achieve by the end of the plan. The staff recommendation is for the arterial streets to average a rating (6/60) that is considered a “good” condition.

Deficit Threshold sets the minimum condition thresholds used for deficit projection calculations. The deficit projection essentially shows the amount of additional funding needed to hit these targets. Staff recommendation is to set these values the same as the Minimum Acceptable Performance values. This will allow us to verify the other goals are in line with projected funding by comparing the deficit projection to zero.

The **Network Based Factors** are defined, specific data for each segment that is hard coded into every street centerline segment and includes items such as traffic volume, functional classification, and surface type. This data is then used to prioritize specific street segments against each other. Staff recommends the following input values (Table 2) be used for the optimization. Focus should be on how the ratings compare across the different Factors as well as how the individual Properties compare within each factor.

	Factor	Property	Relative Priority
Network Priority	Functional Classification	Overall Rating	10
		Arterial	100
		Collector	90
		Local	45
	Roadside Environment	Overall Rating	5
		Urban	100
		Semi-Urban	90
		Rural	20
	Service Type	Overall Rating	2
		Commercial	100
		Industrial	100
		Residential	90
	Surface Type	Overall Rating	5
		HMA	100
		Surface Treated	50
		Concrete	100
		Composite	100
		Gravel	1
		Earth	1
	Traffic Levels (AADT: Average Annual Daily Traffic)	Overall Rating	10
		1 - 200	10
		201 - 899	20
		900 - 1,499	30
		1,500 - 2,999	50
		3,000 - 5,999	70
		6,000 - 8,999	80
		9,000 - 11,999	90
		12,000 +	100

TABLE 2: Network Priority Input Values

The Overall Rating for each factor is used to rate the factors against each other and is based on a scale of 1 to 10. For example, Functional Classification and Traffic Levels are weighted the same, with both being weighted twice as heavy as Roadside Environment and Surface Type. Within each factor, the various properties are assigned values between 1 and 100. It might be helpful to think of the Overall Rating as the maximum “points” that a segment can get for each factor. The property value determines what percentage of the maximum points is realized. The segment with the most total “points” would be the highest priority. The example below using the recommended inputs illustrates this. Street A would have a higher priority than Street B.

Street A:

Functional Classification:	Arterial	10 x 100% =	10	points
Roadside Environment:	Semi-Urban	5 x 90% =	4.5	points
Service Type:	Residential	2 x 90% =	1.8	points
Surface Type:	HMA	5 x 100% =	5	points
Traffic Level:	3,500 AADT	10 x 70%	7	points
		Total Points:	28.3	points

Street B:

Functional Classification:	Collector	10 x 90% =	9	points
Roadside Environment:	Urban	5 x 100% =	5	points
Service Type:	Residential	2 x 90% =	1.8	points
Surface Type:	HMA	5 x 100% =	5	points
Traffic Level:	950 AADT	10 x 30%	3	points
		Total Points:	23.8	points

The Functional Classification recommendation is made to prioritize the arterial streets the most, closely followed by the collector streets. As discussed above, these streets are the most critical to the transportation system, deteriorate more rapidly, and have a higher penalty cost if they deteriorate beyond the point of maintenance into complete reconstruction. Having a lower quality of pavement on these streets will have a greater negative impact on vehicles due to the higher speeds.

Roadside Environment often relates to user expectations of the streets. In urban and semi-urban areas, streets typically have a higher quality pavement type with curb and gutter and often sidewalk. Buildings are often built with a greater emphasis on aesthetics, and more meticulous care is put into yards and landscaping. Better surfaced roads are more important in these areas and may have a positive effect on property values. In rural areas, these factors are significantly reduced, leading to the recommended values for this factor.

For Service Type, the Commercial and Industrial values are recommended to be slightly higher than Residential due to the economic importance of these areas. In addition, since these areas are more likely to be accessed by non-residents, having a higher-quality street can help provide a positive perception of our City, potentially resulting in return visits. Finally, these areas typically have more truck or freight traffic, which can cause quicker failure of a pavement if it is not properly maintained with the right treatment at the right time.

The Surface Type recommendations are based on the future maintenance and reconstruction cost. HMA, Concrete, and Composite (HMA over concrete) pavements are significantly more expensive to maintain and reconstruct as their condition degrades, so they are recommended to have a higher priority. Surface treated roads (oil and chip typically seen in rural areas) require regular maintenance, but this work can often be completed outside of a more expensive Asphalt

Overlay program, so they are recommended to have a reduced priority. Gravel and earth roads receive the minimum priority since they are typically used for single property access or other low volume situations. Reconstruction is rarely needed as maintenance is simply adding additional gravel or re-grading the surface.

Traffic Level values are recommended to be a graduated scale increasing as the traffic volume increases. This prioritizes the streets that are used the most, therefore providing the most benefit to our residents and businesses.

The **Community Benefits factors** allow the ability to adjust the prioritization of specific streets based on more nebulous features without a set definition or quantification, such as social and economic viability and Council Priority. Staff recommends that these factors not be utilized at this time. Whereas the Network Benefits data was clear and readily available in current City databases, defining and quantifying the Community Benefits factors still needs to be completed. In addition, once the factors are clarified, the data for each street segment will need to be gathered, analyzed, and input into the software one street segment at a time. This is anticipated to be a significant staff work effort that would likely push the 2020 construction work too late into the year. If desired, over the coming year Staff can look further at the Community Benefits factors with the intent of incorporating some or all of the factors into the software for the 2021 construction season.

Please note that the Council Priority variables in this section, while recommended to not be utilized at this time, allow an opportunity to add prioritization of specific areas of focus from an agency's Strategic Plan or similar adopted documents. There are not intended to reflect general, annual feedback from Councilmembers. Direct Council input will be a critical part of this process with Council members reviewing the overall process, as well as the preliminary results and providing feedback and direction as the plan is finalized.

At this time, the process moving forward is anticipated to follow this general schedule:

1. Staff will run the program based on the priority criteria recommended by the Commission and develop an initial 5-year street maintenance plan. This initial plan will be coordinated with the water and sewer staff and utilities for potential adjustments. In addition, the plan will be reviewed for efficiency of construction to maximize available funding. For example, similar work scheduled for adjacent sections of street in different years may be adjusted forward or backward to create a larger single project. If Block A is set to be resurfaced in 2021 and Block B is set for 2022, they will be adjusted to both be completed in the same year. Similarly, types of work may be adjusted in adjacent sections. If Blocks A and C are to be resurfaced while Block B in the middle is to receive a fog seal, Block B may be upgraded to resurfacing.
2. The proposed 5-year Street Maintenance Program will be presented to the Commission and at a public City Council meeting as the first steps of a public rollout. A summary sheet for each street to be resurfaced will be developed as was done for the 2019 season resurfacing work. This summary sheet will include sample photographs showing the current condition of the street as well as information on the selection process. The City

street maintenance website (www.bloomingtonstreets.com), press releases, social media, signage, and flyers as appropriate will be utilized to share information with the public.

3. During the upcoming year, pavement ratings and other data will be updated and the process will start over with another software run, coordination with water and sewer staff and other utilities, and the resulting revisions made to the 5-year plan. Staff plans to report back to the Commission later in 2020 with the progress of the plan and if any process updates are needed once implementation has begun.

The current street ratings, regular updates on construction progress, information on the Local Motor Fuel Tax receipts and expenditures as well as general information related to asphalt and concrete project will continue to be provided to the public on the City website.

3. STAFF RECOMMENDATION:

Staff recommends the Transportation Commission pass the following motion:

- A. Approval of the staff recommendations regarding the implementation and prioritization settings of the DOT Roads software for evaluation of the 5-year Annual Street Maintenance Program.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
FEBRUARY 18, 2020**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
INFORMATION	Summary of Citizen Comments/Complaints Received February 2020	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 November 9, 2019 and February 12, 2020 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Counters placed to gather speed and traffic data. **Data analyzed and Criteria are not met for traffic calming under City's Traffic Calming Policy (traffic volume is too low; however, there does appear to be a speeding issue. Speed data gathered forwarded to Police for specific enforcement as staffing allows. Item Considered Closed.**
- 2) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
- 3) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th

percentile likely closer to 40 mph than 30 mph. **Speed data collected indicates speeding issues. Reviewing results with Police for potential solutions.**

- 4) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. **Reviewed request for in-street “Stop for Pedestrians” sign and pedestrian push buttons. Signs are not allowed at signalized intersections. Buttons are not needed since signals provide Walk phase every cycle already. Item Considered Closed.**
- 5) Received request for clearly marked drop-off at the Arena on US 51 (Madison). **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. Item Considered Closed.**
- 6) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. **Reviewed request for in-street “Stop for Pedestrians” sign. Signs are not allowed at signalized intersections. Buttons are not needed since signals provide Walk phase every cycle already. Item Considered Closed.**
- 7) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify. **Referred to Connect Transit. Item Considered Closed.**
- 8) Received complaint about truck traffic on Fort Jesse Road. Observed a large number of trucks using Fort Jesse and traveling to and from properties along Fort Jesse. Need to follow up with requestor and discuss.
- 9) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity. Installed traffic cameras to determine number of trucks utilizing the cul-de-sac to avoid traveling through the neighborhood to the west and south on Vladimir to observe if there are any usual traffic movements.
- 10) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Speed data collected. **Speed data was inconclusive, need to collect data in additional locations.**
- 11) 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). **Sent results to resident. Item Considered Closed.**
- 12) Received request for traffic calming on W. Oakland between Livingston and Euclid. **Speed data collected and analyzed. Street does not qualify for traffic calming per City policy: ADT too high, it is a classified street (arterial). Speed data gathered forwarded to Police for specific enforcement. Item Considered Closed.**
- 13) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request. Contacted

- requestor and discussed. Determined request is in response to needing area for children drop off for Heartland Head-start. Identified location and completed work order for sign installation 8/21/19. **Verified work completed. Need to update Code. Item Considered Closed.**
- 14) 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.
 - 15) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
 - 16) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review. **Sign approved, work order for sign completed, Superintendent indicates work completed. Item Considered Closed.**
 - 17) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
 - 18) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
 - 19) 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.
 - 20) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to contractor for an estimate to install. **Received price and coordinated installation of street light for bike path crosswalk across south leg of Stone Mountain. Confirmed light installed. Item Considered Closed.**
 - 21) 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.
 - 22) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Visited site for preliminary evaluation. Need to contact requestor and discuss further.
 - 23) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
 - 24) 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.

- 25) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 26) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance. **Sign approved, work order for sign completed, Superintendent indicates work completed. Item Considered Closed.**
- 27) 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.
- 28) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Met with the Principal and Facilities Manager and reviewed. Provided information for school to share with parents relating to avoiding using the neighborhood streets to the north when possible. Need to evaluate installing stop signs at "T" intersections in the neighborhood area. **Stop signs in neighborhood area approved, work order for signs completed, Superintendent indicates work completed. Item Considered Closed.**
- 29) 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.
- 30) Received request for school crossing guard at Irving. Completed data gathering, working on analysis.
- 31) 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.

- 32) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove (“T” intersection). **Sign approved, work order for sign completed, Superintendent indicates work completed. Item Considered Closed.**
- 33) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 34) 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.
- 35) Received request for removal of accessible parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 36) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Letters notifying residents of the potential removal of parking on the north side, including the cul-de-sac, and requesting comments were hand delivered on 4/3/19. Vote was not supportive of restricting parking. Need to review for adequate turning room in cul-de-sac for garbage trucks.
- 37) 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 herd of deer several times along the road.
- 38) 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.
- 39) 3/12/19 – Received complaints about speeding on Woodruff from Colton to Locust and on Linden from Woodruff to Monroe. **Completed preliminary review for traffic calming: ADT and functional classification requirements appear to be met. Collected speed data. Need to compare data to traffic calming policy.**
- 40) 3/13/19 – Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the Nestle plant. An employee inadvertently pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. IDOT informed that they will not replace the visual barrier panels. Fence too short to adequately block view of traffic on the interstate that drivers are confusing for traffic on Beich Road. Original requestor asked for “Plant Entrance” sign on southbound Beich Road. Contacted IDOT about planting trees in the I-55 right of way to create visual barrier. IDOT indicated that trees would not be allowed, but gave a couple species of tall grasses that could be considered. **Visited site visit with Parks Department and discussed planting some tall decorative grasses in the spring.**

- 41) 4/9/19 – Received a request to evaluate the parking in front of 613 E. Mill Street (corner of Mill and Evans intersection) to allow garbage trucks to be able to turn without running over the curb and sidewalk. Reviewed in field and confirmed narrow streets combined with allowed parking cause garbage trucks to have to driver over curve and sidewalk ramps (less than 2-year-old ramp is now severely cracked). Need to complete work order to restrict parking in front of 613 E. Mill Street and modify City Code.
- 42) 4/10/19 – Received request for additional lighting on Orchard. Evaluated existing street lighting: fixtures are older style, submitted request to Ameren to upgrade to newer, brighter, LED heads. Will evaluate further once upgrades are complete.
- 43) 4/12/19 – Received a complaint about speed on Vladimir and motorcycles and mopeds driving on the sidewalks.
- 44) 4/22/19 – Received a request for No Parking signs to be posted in North/South Alley adjacent to 504 E. Locust. Vehicles from apartment building park in alley rather than the building’s parking lot and block the driveway.
- 45) 4/30/19 – Received request for “Deer Crossing” warning signs by 1608 Six Points Road. Deer regularly cross in this location.
- 46) 5/2/19 – Received concern about speeding in the alley between White Place and Constitution Trail north of Empire. Requested increased speed limit signage, No Through Traffic signage and speed bumps.
- 47) 6/7/19 – Received request for stop signs at Shaunessey/Casey and Shaunessey/Connemara. **Signs approved, work order completed. Superintendent indicates work completed. Need to update code. Item Considered Closed.**
- 48) 6/12/19 – Received request for removal of accessible parking spot at 506 E. Douglas due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 49) 6/25/19 – Received request to limit parking on one side of the street on Forrest between Cottage and the dead-end west of Hinshaw. Letters notifying residents of the potential removal of parking and requesting comments to be written and delivered. After receiving resident feedback, a determination will be made on whether to implement the parking restriction. Street currently under construction, waiting until complete. **Starting process of polling residents.**
- 50) 7/30/19 – Received complaint about large number of vehicles traveling down Maysel St. (dead end) only to turn around at the end and speed back out. Requested additional or more visible dead-end signs.
- 51) 8/8/19 – Received complaint about speeding on Baywood east of Towanda Barnes. Requested additional speed limit sign or relocation of the existing sign further from the intersection to be more visible.

- 52) 8/11/19 – Received report of missing speed limits signs along Towanda Avenue between Empire and Vernon. Investigated and found one sign missing. Need to completed work order for replacement and evaluate if additional signs are needed.
- 53) 8/11/19 – Received request for lower speed limits and Children Playing signs on Northway, Vista, Garfield & Bradley.
- 54) 8/16/19 – Received report of several missing signs and broken posts Ireland Grove Road. Reviewed and determined missing signs. Need to submit work order for replacement.
- 55) 8/20/19 – Received request for No Parking signs on south side of Beecher between Main and East by mid-block driveway.
- 56) 8/22/19 – Received complaint of speeding on Vladimir between Gill and Rainbow and requested traffic calming.
- 57) 8/24/19 – Received letter with concerns from Wood Hill Towers related to pedestrian safety at the Main/MacArthur and Main/Wood intersections. Responded addressing most concerns, need to contact IDOT about potentially modifying pedestrian crossing times.
- 58) 9/10/19 – Received complaint that all left turn lanes at Hershey and Empire intersections go straight from green arrow to red arrow and need green “yield to oncoming traffic” signal.
- 59) 9/13/19 – Received notification of missing parking signs on Seville. Need to verify signs are missing and complete work order for replacement.
- 60) 9/19/19 – Received request to evaluate Woodruff and Linden by David Davis for traffic calming. Received a complaint about speeding on Woodruff from Colton to Locust and on Linden from Woodruff to Monroe. **Completed preliminary review for traffic calming: ADT and functional classification requirements appear to be met. Collected speed data. Need to compare data to traffic calming policy.**
- 61) 9/24/19 – Received notification that street name sign at Lake Shore and Northpointe is unreadable. Need to complete work order for replacement.
- 62) 9/27/19 – Received request to remove stop sign at Towanda Crossing and the Frontage Road along the north side of Empire. Need to review traffic data and see if it’s still needed with decrease in traffic in that area.
- 63) 9/29/19 – Received request for changing Allin and Oakland to an all-way stop. Traffic Counts completed. **Compared traffic volumes and crash history to all-way stop warrants: Warrants are not met. Reviewing crash history in more detail to check for patterns that may indicate something else would be beneficial such as oversized stop signs, “Cross Traffic Doesn’t Stop” signs, or parking restrictions.**

- 64) 10/1/19 – Received complaint of speeding on Broadmoor.
- 65) 10/10/19 – Received request for newer and additional speed limit signs on Sunset, also warning signs for horse and buggy, children playing or “slow area”
- 66) 10/10/19 – Received request for stop sign at corner of Bellemont and Olive (“T” intersection). Sign approved, **work orders for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.**
- 67) 10/21/19 – Received request for stop sign at corner of Bellemont and Olive (“T” intersection). Sign approved, **work orders for sign installation submitted. Superintendent indicates work completed. Item Considered Closed.**
- 68) 10/26/19 – Received request to replace faded Parking signs on Currency Dr. Signs approved. **Work order submitted.**
- 69) 11/7/19 – Received complaint about the length of pedestrian crossing time at Veterans and Lincoln. Forwarded the comments to IDOT to review. **Received response from IDOT and forwarded to resident. Item Considered Closed.**
- 70) 11/8/19 – Received request for No Parking Here to Corner sign on Market west of Clinton.
- 71) 11/14/19 – Received request to review parking signage in 500 block of Main Street for missing signs.
- 72) **NEW:** 11/21/19 – Received request for warning signs along East Street and Franklin Street by Horenberger Field. Contacted IWU and discussed. Finalize sign design and location for them to install this spring. Item Considered Closed.
- 73) **NEW:** 11/27/19 – Received report of missing stop sign at Mercer and Ireland Grove. Notified sign crew. Sign replaced. Item Considered Closed.
- 74) **NEW:** 12/3/19 – Received request to change signal at Veterans and Morris to allow left turns one green after yielding to oncoming traffic. Forwarded the request to IDOT.
- 75) **NEW:** 12/9/19 – Received request for street light on W. Market Street, to the east of Rivian Parkway. Need to visit site and review.
- 76) **NEW:** 12/13/19 – Received concern about private trees creating sight obstructions at two intersections on Wisteria. Confirmed locations, need to visit site and review.
- 77) **NEW:** 12/18/19 – Received complaint about left turn vehicles not being detected at Veterans and Lincoln. Forwarded to the electricians to check for equipment malfunctions at the intersection. Item Considered Closed.

- 78) **NEW:** 12/19/19 – Received complaint about timing of lights at Fairway and Empire. Caller did not leave name or phone number. Item Considered Closed.
- 79) **NEW:** 12/21/19 – Received complaint about the left turn lane configuration on Washington by Regency. Responded with a request for additional information. Awaiting response.
- 80) **NEW:** 1/2/20 – Received report of deteriorated concrete light poles along College that appear to be in danger of falling. Notified utility company. Item Considered Closed.
- 81) **NEW:** 1/9/20 – Received request for parking restriction on State Street between Taylor and Jackson.
- 82) **NEW:** 1/10/20 – Received request for signage on Springfield Road by Maywood Village.
- 83) **NEW:** 1/10/20 – Received request for signal timing information at Hershey and Empire. Provided data. Item Considered Closed.
- 84) **NEW:** 1/14/20 – Received request for a street light at Mercer and Ireland Grove.
- 85) **NEW:** 1/14/20 – Received request for One Way signage in Alley between Fell and Clinton from University to Graham. Signage approved, work order completed, and signs installed. Item Considered Closed.
- 86) **NEW:** 1/15/20 – Received request to reduce parking on Madison between Miller and Bissell to only on the west side of the street.
- 87) **NEW:** 1/16/20 – Received complaint of left turn detection at Lincoln and Veterans not working. Notified electricians who diagnosed a faulty camera. Item Considered Closed.
- 88) **NEW:** 1/16/20 – Received request to remove accessible parking space in 700 block of E. Monroe from child of original requestor who has passed. **Confirmed space no longer needed. Completed work orders for removal of sign and markings. Superintendent indicates sign has been removed, markings will be removed when weather allows. Need to update Code. Item Considered Closed.**
- 89) **NEW:** 1/16/20 – Received request to restrict parking to only the west side of Madison between Miller and Bissell.
- 90) **NEW:** 1/21/20 – Received request to repaint cross walk and stop bars across Empire at Gettysburg.
- 91) **NEW:** 1/23/20 – Received request to limit parking at the intersection of Western and Perry and along Perry to the east of Western.

92) **NEW:** 1/23/20 – Received request for street light in the alley between Market and Monroe and between Evans and Clayton.

93) **NEW:** 2/13/20 – Received complaint that traffic signals on Veterans Parkway are not coordinated earlier than 6:30 am creating unsafe driving habits as drivers speed to catch lights before they change.

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

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

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

MEMBERS ABSENT: Mr. Edward Breitweiser

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

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

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

3. PUBLIC COMMENT:

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

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

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

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

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

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

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

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

5. REGULAR AGENDA:

A. Approval of 2020 Meeting Dates

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

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

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

B. Downtown Parking Configuration

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

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

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

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

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

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

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

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

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

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

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

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

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

C. Information: September 2019 Citizen Comments/Complaints Summary

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

There were no questions from Commissioners.

6. OLD BUSINESS:

No Old Business.

7. NEW BUSINESS:

No New Business.

8. COMMISSIONER COMMENTS:

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

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

Respectfully,

Philip Allyn
City Traffic Engineer