

AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, JANUARY 16, 2018 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

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

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

4. MINUTES: Review and approve the minutes of the December 19, 2017 regular meeting of the Bloomington Transportation Commission.

5. REGULAR AGENDA

- A. **TC-2018-01** – Consideration of Proposed City Code changes to Chapter 29 of the Bloomington City Code, "Motor Vehicles and Traffic":
 - 1. Section 145(a) and (d) (Stop Signs)
 - 2. Section 148(a) (Public Carrier Stop locations)
 - 3. Section 149 ("No Parking" Locations)
 - 4. Section 153(a) (On-street Accessible Parking Stall Locations)
 - 5. Section 156.5 (Altered Speed Limit Locations)

6. OLD BUSINESS

- A. NONE

7. NEW BUSINESS

- A. NONE

8. ADJOURNMENT

For further information contact:

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Government Center

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**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, DECEMBER 19, 2017 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

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

MEMBERS ABSENT: Ms. Elizabeth Kooba, Ms. Kelly Rumley

OTHERS PRESENT: Mr. George Boyle, City Attorney; Mr. Jim Karch, Director of Public Works; Mr. Kevin Kothe, City Engineer, Mr. Philip Allyn, City Traffic Engineer; Mr. William Caisley, McLean County Board Member and Chairman of the County's Transportation Committee, Mr. Eric Schmitt, McLean County Administrative Services Director; Mr. Jerry Stokes, McLean County Engineer, and several members of the public.

1. CALL TO ORDER: Mr. Gorman called the meeting to order at 4:05 pm.

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

3. PUBLIC COMMENT:

Mr. William Caisley, McLean County Board Member and Chairman of the County's Transportation Committee, spoke regarding the Towanda Barnes Road and Ireland Grove Road Intersection. Mr. Caisley indicated the County's desire to see the project move forward. There are large backups and Towanda Barnes Road is the busiest highway on the County Highway system. There have been a number of crashes, most of which have been low speed crashes due to distractions while drivers are waiting in line at the intersection. There has also been at least one fatality. The intersection congestion diverts traffic onto a private road in an attempt to bypass the intersection, creating unsafe additional left turns from Towanda Barnes onto the private road and from the private road onto Ireland Grove. The County Board would prefer to use MFT funds for their portion of the project. Mr. Jerry Stokes, County Engineer, is present and available if there are any questions for the County.

4. MINUTES: Reviewed and approved the minutes of the October 17, 2017 and November 28, 2017 regular meetings of the Bloomington Transportation Commission. Ms. Blair motioned to approve the minutes of the October 17, 2017 meeting with correction of several minor typos. Ms. Browne seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

Ms. Blair motioned to approve the minutes of the November 28, 2017 meeting with the correction of several minor typos. Ms. Browne seconded the motion. Ms. Bradley indicated that she should be removed from the voting results on each item as she was not present at the November meeting. The motion to approve the minutes with the requested modifications was approved by the Transportation Commission unanimously via voice vote.

5. REGULAR AGENDA

- A. TC-2017-03 – Consideration of a recommendation to City Council concerning a Motor Fuel Tax Resolution for an additional \$900,000 for intersection design, plans, construction documents, right-of-way, utility relocation, and construction for the intersection of Towanda Barnes Road and Ireland Grove Road.**

Mr. Allyn presented information requested at the previous meeting, starting with the requested results of the roundabout alternate evaluation. Due to the heavy eastbound left turning movement in the PM peaks, a three-lane roundabout would be required. With just a dual-lane roundabout, the constant traffic stream of the eastbound left turns would prevent northbound and westbound vehicles from entering the roundabout, resulting in extremely long delays for these northbound and westbound drivers. To accommodate the heavy southbound right volume, the free-flow right turn bypass lane would still be required. While the traffic signal equipment would be removed, roadway lighting of the circle and the approach legs would be required, resulting in no net change in ongoing maintenance costs due to electricity and equipment maintenance. Since this intersection is in a higher speed area, the limits of the project would be extended noticeably to construct chicanes, (a series of successively tighter alternating curves) on the roundabout approaches to slow traffic before they entered the relatively tight radii in the roundabout itself.

Mr. Allyn reviewed the positive benefits of the roundabout option. Speeds through the intersection would be reduced from 45-65 mph to likely under 30 mph and red-light-running would be eliminated. The lower vehicle speeds and reduced conflict points should noticeably reduce the severity of crashes that do occur. A roundabout will allow relatively continuous flow during off-peak times, providing much more efficient travel for motorists during these times. Finally, due to the location of this intersection and the high volumes of out-of-town traffic coming to Bloomington from the south and east, a roundabout could be landscaped to provide an aesthetically pleasing gateway feature into the community.

Mr. Allyn discussed the disadvantageous of the roundabout option. While crash severity should be reduced, due to the complexity of the three-lane roundabout, the number of crashes should not be expected to decrease and may actually increase. Pedestrian accommodations are not planned with the current intersection improvements since there is currently very little, if any, need. However, as the area develops, crosswalks and sidewalk/paths can be added to the traditional intersection with a minimum of cost and effort by painting crosswalks and adding the pedestrian signal equipment to the existing mast arms. With a multi-lane roundabout, HAWK pedestrian signal equipment would be required for each crosswalk amounting to a significant additional construction cost, as well as additional maintenance costs. These would also increase the complexity of navigating the roundabout for motorists and bicyclists. Since there are virtually no acceptable detour routes for a full closure, traffic would need to be maintained through the work area. Due to the entire pavement within the intersection being reconstructed for a roundabout, the work would need to be broken up into many smaller work areas to maintain traffic, reducing efficiency and increasing the difficulty, cost and duration of construction. The proposed intersection widening does not remove the existing pavement, so while the number of lanes might be reduced during construction, there is still adequate room to maintain traffic. Since the design and construction documents for the proposed intersection widening are complete and ready to be bid once Right-of-Way (ROW) acquisition is complete in the near future, construction of the project is anticipated to be ready to begin this summer (2018). However, with the roundabout alternate, the project would essentially start over from the beginning with a new preliminary design, and recreating construction documents. This would result in construction likely being delayed approximately two years. The roundabout alternate would also more significantly impact surrounding properties. ROW would be required in the southeast and southwest quadrants and the ROW required in the northeast quadrant would increase. The ROW required in the southwest quadrant would likely impact the existing private frontage road, potentially impacting the feasibility of development of the parcel. Utility impacts would also be more significant, specifically to the large Ameren transmission line along the east side of Towanda Barnes. The major pole in the northeast quadrant could be avoided with the currently proposal, but would require relocation to construct the roundabout. Total remaining costs for the currently proposed intersection design are estimated at \$1.6 million for construction with an additional \$40,000 to \$60,000 for ROW acquisition and utility relocation. For the roundabout option, construction is estimated to cost between \$2.5 million and \$3.5 million due to the increased project limits and pavement reconstruction;

new Design Engineering will be required for around \$150,000 - 200,000; utility relocation will likely increase to around \$150,000 to relocate the large Ameren transmission pole and Nicor gas mains currently in easements; and ROW acquisition could easily double to over \$50,000 for a total additional cost of \$3 to 4 million.

Mr. Gorman mentioned that he was disappointed that a two-lane roundabout wasn't possible and that three-lanes would be required. If two left turn lanes are sufficient for the traditional intersection, why are three required for the roundabout? Mr. Allyn responded that in the roundabout, there is nothing to force the left turn traffic to stop and let other vehicles use the intersection. In a signalized intersection, even if a vehicle has to wait a cycle or two, there will always eventually be a red light stopping the conflicting movements (in this case the eastbound lefts during the afternoon/evening peaks) that allow the other legs to go. When the roundabout was modeled, it showed a constant stream of eastbound left turn traffic entering the roundabout unopposed. Since the northbound and westbound legs are required to yield to the traffic in the roundabout, they can't enter and end up waiting indefinitely. While there are different specific configurations that could be evaluated in greater detail during the actual design, three lanes around at least a portion of the roundabout would be required.

Mr. Gorman inquired about how traffic projections are determined and whether the Community Development Department and the City's Comprehensive Plan are consulted. Mr. Allyn responded that typically, the actual existing traffic volumes are counted and then a growth factor is applied to arrive at a projected volume for the chosen design year. The growth factor is based on the actual growth that has been experienced in the recent past. Most roads are counted every two to four years by the City, County or IDOT. Shifts in patterns are taken into consideration; for example, we currently ignore the high-growth rates seen prior to 2008, and look at the changes in volumes over the last 5-6 years. If there is a significant new source of traffic that will be established in the near future, then additional traffic volumes are added based on Trip Generation data. Ideally, local data specific to the new generator type will be used. However, when it's not available, the Institute of Transportation Engineers (ITE) has collected data into its *Trip Generation Manual*. Counts of actual traffic volumes created by real developments of all different sizes all across the country are completed and categorized by type: single-family house, apartment, gas station, fast food restaurant, etc. All these counts are then compiled by the type of use and best-fit lines are generated. This allows someone to determine that a certain number of houses could be expected to generate a certain volume of traffic. This expected "new" traffic is added to the existing traffic to project the future traffic volumes. For this project, we counted the number of homes that are expected to be constructed at the Grove in the phases currently underway and estimated the amount of additional traffic they would generate. This was then added to the existing traffic increased at the growth that is currently being seen to project the anticipated traffic volume in the 20-year design period. This is very typical for projects with IDOT involvement. If only local funds were being used, a shorter design year could be considered, or even just the existing traffic. This was the case at the Ireland Grove and Streid Drive intersection we reviewed last month. We looked at the current year traffic to determine if there is a problem right now rather than whether there could there be a problem 10 or 20 years from now. In the case of the Towanda Barnes intersection, we know that we have a problem right now. In order to not have to come back and redo the intersection every 5 years and traffic changes, we designed the improvements with the expectation that they will be sufficient for 20 years.

Mr. Gorman mentioned that he is aware of criticisms of the ITE *Trip Generation Manual* and how volumes are derived. For example, studies focus on suburban settings without mass transit options, the "ideal" automobile model. Are there ways that traffic can be reduced at this location, such as can Connect Transit come out there and reduce the number of vehicles to modify the way that the ITE *Trip Generation Manual* would estimate future traffic volumes? Mr. Allyn responded that the ITE Manual is a collection of real live collected data. The number of houses is counted, the number of vehicles entering and leaving is counted and the data is documented. It is collected across the country and averaged out. There will be

some variation from place to place. For example, a subdivision with primarily retired occupants in Florida may generate different numbers than a subdivision in the suburbs of Chicago or LA or in a town in Wyoming. There is variability; however, it is the best approximation available. In this particular case, we could have paid the consultant to do an extensive study counting the cars going to and from the first phase of the Grove and then applied those rates to the homes yet to be constructed in the current phases. However, there are no certainties that those numbers would be any better of a guess of the actual volumes to be seen in 20 years than the ITE rates. It's just another data point. In this case, the only trip generation that was done was for the next phase of the Grove that we knew was under construction and would be occurring. There were not any additional traffic volumes added for any of the other potential development that might occur in to the north, south or west. In response to whether the ITE Trip Generation is valid, which seems to be the ultimate question, it is the industry standard and is the best data available.

Mr. Gorman mentioned that the growth rates seen over the past several decades are valid but are based on an outdated growth pattern that the new Comprehensive Plan discourages. Under the new Comprehensive Plan, is it likely that we will still see the same rates of growth? Mr. Allyn responded that one of the biggest unknowns in Traffic Engineering is what exactly is going to happen over the next 20 years. The current Comprehensive Plan may change again in 10 years. Until we see how the current Comprehensive Plan affects traffic volumes, it's very hard to guess what those impacts will be. It's very possible that things may change in the coming years to be different than how we assume they will be now.

Mr. Allyn addressed other questions and requests for information from the November meeting, reviewing the various exhibits from the agenda packet. The exhibit showing the various Average Daily Traffic volumes along Towanda Barnes Road and each of the major crossroads was reviewed. Volumes are highest between Ireland Grove Road and Empire/Route 9, and decrease as you go further north. When applying the ADT volumes to the number of crashes calculated by the County for the major intersections along Towanda Barnes, Raab Road has the highest rate at 1.418 crashes per million vehicles. However, this intersection was also under significant reconstruction with work zone traffic control during the period analyzed, so it's possible the numbers are skewed. Ignoring Raab, the next highest rate intersection along Towanda Barnes is Ireland Grove at 1.199 crashes per million vehicles, followed by the Empire intersection at 0.988 and Fort Jesse at 0.868.

Mr. Allyn explained Level of Service (LOS) and associated Control Delay as defined by the *Highway Capacity Manual*, a research and data based manual that governs traffic modeling. The LOS is a letter grade A through F that corresponds to each point at which a user's experience gets worse. For example, LOS A corresponds to a driver being impacted very little by an intersection. LOS F corresponds to a failed intersection where drivers have to wait multiple signal cycles to pass through. Each letter is associated with a range of seconds of Control Delay. Control Delay is the additional number of seconds that it takes a user to navigate the traffic control device. If you approach the intersection at 45 mph, and pass through maintaining 45 mph, your delay is zero. If you have to slow down from 45 mph to 5 mph before accelerating back to 45 mph, even though you didn't stop, you still were delayed, maybe 5-10 seconds. If you have to stop for 20 seconds, you have the stop time, plus the slow down and speed back up times, and your delay is maybe 35-40 seconds. The thresholds are based on experience. For example, the change from LOS B to LOS C is 20 seconds, which is about the point at which people start to first feel impatient and may creep forward or start to wonder when the light is going to change. At about 55 seconds (LOS C to LOS D), people start to think maybe there is something wrong with the signal. The typical standard that we try to maintain is a LOS of C for Arterial roadways, with LOS D allowed in extenuating circumstances. Collectors and Local Streets have lower volumes and slower speeds, so the typical accepted minimum LOS is D for those roads.

Mr. Allyn reviewed the Capacity Analysis Comparison Tables. The LOS for the intersection today with no improvements currently ranges between C and F with the worst delays seen on the southbound

movements as can be expected. With the projected 20-year traffic volumes, LOS for many movements drops from C and D to E or F. It's likely that the delays shown over 300 seconds (1,825.2 seconds for example) are examples of the traffic model "breaking" because the delays are high enough that the governing equations are no longer valid. In these cases, while the numbers may not be technically correct, they do represent an extremely long and typically unacceptable delay.

The third group of data shows the expected 20-year results with the proposed improvements. Note the LOS is B, C, or D for all movements with the proposed improvements. While the high number of D's don't meet the desired LOS of C, they are significantly better than even the current conditions.

The final columns show the expected LOS for the roundabout alternate using a two-lane roundabout configuration. While it functions well in the morning since we still have the southbound right turn bypass, it fails in the evening. It can be seen that the westbound, northbound and eastbound legs all have a LOS of F, again due to the eastbound left turning traffic over-powering the roundabout and blocking the south and east legs. The southbound approach is still fairly good since those drivers will be able to enter the roundabout ahead of the eastbound left turns and thus do not get stopped indefinitely.

Mr. Allyn mentioned that after collecting speeding data on Ireland Grove and reviewing it with the Police Department, they would be initiating increased enforcement in January.

Mr. Allyn discussed the review of crash data for the other intersections along Towanda Barnes and how crash rates changed with the addition of right turn lanes. Most of the intersections had right turn lanes added as part of the larger projects widening Towanda Barnes from two lanes to five lanes, so there isn't really comparable data. The one intersection in which the addition of right turn lanes was the dominant modification was at Oakland, where the volumes are noticeably lower than at Ireland Grove. The crash rate dropped from 0.392 before the turn lanes to 0.379 after. Note this rate is already fairly low compared to the other intersections.

Ms. Bradley asked about school buses being able to navigate a three-leg roundabout and which directions would they be traveling. Mr. Allyn indicated he wasn't sure on how the School District routes the buses, but they would be traveling through the roundabout. Buses should have no issues navigating the roundabout, regardless of the number of lanes. Since these are arterial roads, the roundabout would be designed to accommodate semi-trucks, which require more room to turn than a school bus.

Ms. Blair commented on the LOS tables that even with the improvements, there are still a lot of C's and D's, which doesn't seem to be a significant improvement. Would we need to be returning in another 10-15 years for more changes? Mr. Allyn responded that the typical "acceptable" LOS is C or D, and we fall within that range. In addition, the values shown are for the 20-year design period. Immediately after the project is constructed, the LOS should be slightly better. As traffic then grows naturally over time, it could be expected to reach the values in the table. One of the reasons 20 years is the standard design period is because after that amount of time, more involved maintenance work is often beginning to be needed and other modifications, if needed, can be made as part of that work. In addition, the reason the project started only as an initial "interim" 10-year improvement with just the southbound right turn lane was because of the East Side Highway planning that was being completed. As part of that study, a 20-year intersection design was completed with the assumption that the East Side Highway would be completed. This resulted in a significantly larger intersection with multiple through lanes, dual left turn lanes, and dual right turn lanes on all four legs as the "ultimate" intersection. Obviously, this is contingent upon if/when the East Side Highway is completed. Right now Towanda Barnes functions as the major north-south road on the east side of town. Airport Road is blocked by the airport. Hershey is already at capacity, so people travel a little further east to Towanda Barnes to travel north and south. When/if the East Side Highway is ever built, that changes the entire situation at this intersection. Ms. Blair confirmed that we don't want to build the full improvements now, not knowing when that will happen and potentially need

to redo work. Mr. Allyn reiterated that the proposed project should be adequate for the 20-year design period. There is obviously a balancing act between not just building a short-term fix that needs revisited in 5 years and overbuilding because you want to plan for 50. That happened in the past with some of the intersections and roads build 15 years ago during the building boom that now have extra lanes that aren't needed.

Ms. Bradley reiterated that people avoiding the intersection by traveling on the private road and using the Pony entrance is a problem. Are there steps that can be taken to eliminate this such as a "No Thru Traffic" sign? Mr. Allyn indicated that since the road is on private property, the only way to really stop people from using this road is to put up a gate, which we can't do on private property. Signs very likely won't stop someone currently bypassing the intersection illegally. Mr. Gorman believes that there are law-abiding citizens that are just fed-up that would choose to obey the law if there was a sign indicating "No Left Turns" even if it meant the extra delay at the intersection. Ms. Bradley mentioned that there are also people traveling to the Pony fields that would be impacted by the left turn restriction. Mr. Allyn indicated that it's might be possible to restrict the left turns by making the entrance a right-in-right-out with a large channelizing island that would physically restrict left turns. There could be funding issues as well since it's private property and the entrance is on the County Highway. Ms. Bradley reaffirmed that the cut through traffic seems to be a safety problem, but acknowledged that since it is private property, it's the owner responsibility.

Ms. Bradley motioned to recommend that City Council approve the Motor Fuel Tax Resolution for an additional \$900,000 for intersection design, plans, construction documents, right-of-way, utility relocation, and construction for the intersection of Towanda Barnes Road and Ireland Grove Road and the Mayor and City Clerk be authorized to execute the necessary documents. Ms. Ballantini seconded the motion.

Ms. Blair requested verification that Staff was comfortable with the recommendation and asked if there were any reservations. Mr. Allyn indicated he had no reservations about the project and believes that both the proposed improvements and the use of MFT funds for the project are the proper thing to do for this intersection. The proposed improvements alleviate the problems currently occurring at the intersection with a long-term solution while not overbuilding. This project is the right complexity and size matching the most efficient use of MFT funding as opposed to local funds.

Mr. Gorman indicated that his understanding was that before involving IDOT and planning to use MFT funds, the project was smaller and was increased to the current size by IDOT. Mr. Allyn responded that the County and City initially approached IDOT about the project in 2014 to request using MFT funds to alleviate congestions associated with the heavy southbound right and eastbound left turn volumes. At that time, the Intersection Design Study (IDS) for this intersection was just being completed as part of the East Side Highway study as mentioned before. IDOT gave special permission to do a project with a 10-year interim design to help with the current situation, knowing that the ultimate 20-year project would be completed as part of the East Side Highway project. This lead to the preliminary design consisting of just the southbound free-flow right turn lane and changing the lane markings on the west leg to provide an eastbound dual left turn lane. During the IDS approval process in 2016, additional backups on the east leg began to present themselves. In addition, it was becoming apparent that the East Side Highway project was not likely to be completed within the next 20 years. In light of the issues developing on the other legs of the intersection and the anticipated delay of the East Side Highway, IDOT rescinded the permission for an interim 10-year project and required the full 20-year design based on new traffic projections. It is not that they did not allow just the southbound right turn lane at the beginning; it's that they changed their mind half-way through.

Mr. Gorman indicated that he was planning on voting no on this motion. He views the biggest issue and safety concern to be speeding. Certainly there are crashes due to rear ends and such from the congestion, but the bigger problem is the severe crashes resulting from high speeds and this proposal doesn't address the speeding problem. Hopefully, there are additional engineering changes that can be made in the future to help reduce speed at the intersection. Mr. Allyn indicated that there really isn't a way to directly affect speeding half a mile north or south of the intersection by making changes at the intersection. The best solution at this intersection is to allow it to function properly. The speeding issue relates to the overall corridor along Towanda Barnes, which cannot physically be addressed with a project at a single point along the corridor. Mr. Gorman indicated that he understood that the proposed intersection improvements won't affect areas outside the intersection. He stated that he is not concerned with the congestion at the intersection. The problem is speeding along the Towanda Barnes and Ireland Grove corridors. Since this project does not address the speeding issues in the larger overall area, he cannot support the proposed project.

Ms. Bradley stated that she's compelled to vote in favor of the motion. She sees this as a project that is almost completed and needs to be finished. Something needs to be done at this intersection. Engineering cannot replace enforcement and enforcement cannot replace engineering. She is conscious of the speed issue and severity of accidents and is concerned about the traffic volumes. We need to protect those most vulnerable in our community and the location of the school close to this intersection is a concern. We can not go back and change where the schools have already been placed. What we have is an intersection that needs some help before 2020. This is may not be the perfect option, but it should fix a lot of the problem. We can't just wait for the next idea. There will still be a speed problem, and there will still be a need for enforcement, but the proposed project addresses a lot of the problems at the intersection and she will be voting in favor.

Mr. Allyn added that there will be some indirect positive effects on speeding with the proposed improvements. If motorists are not forced to sit for an extremely long period at this intersection, they will be less likely to speed prior to and following the intersection in an effort to "make up" the lost time. This is the same reason why we do not use stop signs at every intersection in a subdivision as a method to control speed. The result of frequent stop signs is that drivers actually drive faster between intersections if they are forced to stop at every one.

Ms. Brown shares Mr. Gorman's concerns about needing to address the speeding and other issues of the intersection. She believes there is a need to change driver behavior as part of the remedy for the intersection. While reviewing the project, it has been impressed upon her that the Commission has not been asked to address problems with human behavior, but to address the engineering. We have been asked to evaluate whether this project makes the intersection the best it can be, not whether it solves every problem. Her initial hesitation on voting in favor of the proposal was having one intersection that is split 50-50 with the County but the larger burden is on the County and non-City roads with traffic diverting to other roads. In addition, she recognizes the concern with speeding as documented in multiple public comments and presentations by various people. However, those issues are not what the Commission has been asked to address and she will be voting on the proposal itself.

The motion was approved by the Transportation Commission by a vote of 4-1 with the following votes cast: Ms. Ballantini – yes, Ms. Blair – yes, Ms. Bradley – yes, Ms. Browne – yes, Mr. Gorman – no.

6. OLD BUSINESS: None

7. NEW BUSINESS: None

8. ADJOURNMENT: The meeting adjourned at 5:08 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Brown.

Respectfully,

Philip Allyn
City Traffic Engineer

DRAFT

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
JANUARY 16, 2018**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2018-01	Proposed Routine Changes to Chapter 29 of the Bloomington City Code, “Motor Vehicles and Traffic”	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Approval of proposed routine City of Bloomington Code modifications.	
Staff has implemented the routine changes proposed, evaluated the results, and determined that it is appropriate for the modifications to become permanent.		

STAFF RECOMMENDATION: Approval

Staff recommends the Transportation Commission pass the following motion recommending:

- A. That City Council Approve the proposed ordinance modifying Sections 145(a), 148(a), 149, 153(a), and 156.5 of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.**

1. ATTACHMENTS:

- a. Proposed Ordinance**
- b. Supporting City Code:**
 - i. Chapter 29: Section 8:** Emergency and Experimental Regulations
 - ii. Chapter 29: Section 114(a):** Spaces for Handicapped Persons and Related Parking Provisions.
- c. Current City Code to be Modified as Shown:**
 - i. Chapter 29: Section 145(a) & (d):** Stops Signs
 - ii. Chapter 29: Section 148(a):** Public Carrier Stops, Taxicab/TNC Stands
 - iii. Chapter 29: Section 149:** Parking
 - iv. Chapter 29: Section 153(a):** Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots
 - v. Chapter 29: Section 156.5:** Altered Speed Limits

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The Engineering Department Staff receive requests from time to time for various modifications to existing traffic regulations. In accordance with Chapter 29, Section 8, Staff contacts the petitioner, evaluates the request, contacts other potentially effected residents as needed, reviews applicable information/code/regulations, and if advantageous to the general public, incorporates a change on an Emergency and/or Experimental Basis. The modifications are reviewed by Staff several months after implementation, and either

removed, modified, or when successful results are achieved, requested to be implemented into City Code. Traffic regulation modifications installed on an Emergency and/or Experimental basis are only enforceable for 180 days unless City Code is modified with their inclusion. (See Sections 8 and 114(a).)

The following modifications are proposed by the attached Draft Resolution:

1. *Chapter 29: Section 145(a): Stop Signs*

Modifications related to Section 145(a) pertain to creating an “all-way stop” condition at two intersections. At the Bunn and Lincoln intersection, the completion of Lincoln Street between Bunn and Maple (with widening to Morrissey/ US Rte 150) resulting in changing traffic patterns and higher volumes. Initially, two-way stop control was in place with traffic stopping on Lincoln. Following the completion of the Lincoln to the east, Lincoln became the more heavily traveled street and the stop control was switched to Bunn. The intersection was ultimately changed to all-way stop control for safety reasons after drivers failed to adjust to the stop signs on the previously un-stopped Bunn. The proposed Code modifications make the all-way stop control at this intersection permanent.

Staff observed a pattern of crashes over several years at the Lee and Olive intersection. Various less-impactful remediation options were tried to reduce the crashes, but none proved successful. Following implementation of the all-way stop, crashes have been reduced and the change has been deemed successful. The proposed Code modifications make the all-way stop control at this intersection permanent.

2. *Chapter 29: Section 145(d): Stop Signs*

Modifications related to Section 145(d) pertain to posting two-way stop control at intersections. Four locations, Granada/Olive, Seville/Olive, Northwood/Hedgewood, and Wedgewood/Hedgewood are “T” intersections. While state law specifies that traffic on the non-through leg of a “T” intersection is always required to yield the right of way to traffic on the through legs, there is a high occurrence of drivers at these intersections not yielding as required. Stop signs were installed to communicate proper intersection right of way laws.

The Wedgewood/Oakwood intersection is in the middle of a subdivision. This four-leg intersection was previously uncontrolled, which required drivers to yield to the vehicle that arrived at the intersection first. Since Oakwood has longer straight sections to the north and south of Wedgewood, there developed a pattern of failure to yield to traffic on Wedgewood. Stop control was added on Wedgewood to increase the safety of the intersection.

The Wedgewood/Bunn intersection does not exist and is proposed to be deleted from the Code.

3. *Chapter 29: Section 148(a): Public Carrier Stops, Taxicab/TNC Stands*

The south side of Front Street between Center and Main was previously designated as a permanent bus stop with prohibited parking to allow space for buses to stand during passenger transfer periods. This area has been found to be inadequate and the same parking restriction was added to the north side of Front between Center and Madison to provide space for additional buses.

4. *Chapter 29: Section 149: Parking*

Beecher Street between East and Franklin was abandoned, the street was removed and sidewalk was constructed to better serve this portion of the IWU campus. The proposed parking changes on Beecher reflect the removal of this block of street.

The addition of a non-parking restriction on the west side of Bronco from Oakland to the south property line of 405 is the result of a business owner request. During periods of time, one of the other properties in this commercial area occasionally experiences high parking needs, which result in the blocking of access to other businesses, particularly for large delivery trucks. The request was reviewed by City Staff, a request for comment was sent to all property owners in the commercial subdivision, and the responses were analyzed. The only response received against the proposed parking restriction was from the owner generating the parking need, who requested that the proposed no parking restriction be placed on the east side instead of the west side. Staff reviewed this suggested modification, but found that it would not eliminate the blocking of access to the original requestor. Since there was no other negative responses to the proposed change, parking was restricted as requested. There have been no complaints since the change was implemented early last fall, 2017.

5. *Chapter 29: Section 153(a): Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots*

Modifications related to Section 153(a) pertain to specific requests from residents for a marked and signed public on-street Handicap Parking Stall. For the parking stalls to be added, Staff reviewed the requested location, verified that the requestor had a valid special license plate(s), a special decal or card allowing them to park in a marked and signed Handicap Parking Stall, evaluated the site to determine the safest and most efficient location, and installed the necessary markings and signage. The installed spots are reviewed by Staff periodically after implementation and modified or removed as needed. The proposed Code modifications reflect new spots added, the modification/relocation of spots previously added, and the removal of spots no longer needed.

6. *Chapter 29: Section 156.5: Altered Speed Limits*

Hershey from Empire to 500' north of Washington is mistakenly listed twice in the City Code. The proposed deletion eliminates this double listing resulting in this section only being listed once.

The Ireland Grove modification relates to the renaming of the south part of Oakland to Streid Drive.

3. STAFF RECOMMENDATION:

Staff recommends the Transportation Commission pass the following motion recommending:
That City Council Approve the proposed ordinance modifying Sections 145(a), 148(a), 149, 153(a), and 156.5 of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

ORDINANCE NO. 2018-

AN ORDINANCE AMENDING BLOOMINGTON CITY CODE CHAPTER 29
TO INCORPORATE VARIOUS ROUTINE CHANGES TO THE IN-PLACE TRAFFIC
CONTROL DEVICES AND/OR REGULATIONS

BE IT ORDAINED by the City Council of the City of Bloomington, Illinois:

SECTION 1. Bloomington City Code Chapter 29, Section 145 (a) and (d), shall be and the same is hereby amended by adding the following:

- | | | |
|-----|---|---|
| (a) | Bunn – Lincoln
Lee – Olive | |
| | | |
| (d) | Granada
Northwood
Seville
Wedgewood
Wedgewood | Stops for Olive
Stops for Hedgewood
Stops for Olive
Stops for Hedgewood
Stops for Oakwood |

SECTION 2. Bloomington City Code Chapter 29, Section 145 (d), shall be and the same is hereby amended by deleting the following:

Wedgewood Stops for Bunn

SECTION 3. Bloomington City Code Chapter 29, Section 148 (a), shall be and the same is hereby amended by adding the following (additions are indicated by underlining; deletions are indicated by strikeouts):

- (a) Bus Stops from which parked vehicles may be towed under Article XXII (Sections 191-195) of this Chapter:

At All Times
Front on the north side from Center to Madison

SECTION 4. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Beecher on the north side from Main to ~~Franklin~~ East

Beecher on the south side from ~~65'~~ west of the west line of Franklin to 20' east of the east line at Franklin

SECTION 5. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by adding the following:

Bronco on the west side from Oakland to south property line of 405 Bronco

SECTION 6. Bloomington City Code Chapter 29, Section 153 (a), shall be and the same is hereby amended by adding:

Washington on the north side from 138' to 158' of the east line of Stillwell

SECTION 7. Bloomington City Code Chapter 29, Section 153 (a), shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Washington on the north side from ~~100' to 120'~~ 53' to 73' east of the east line of Stillwell

SECTION 8. Bloomington City Code Chapter 29, Section 156.5, shall be and the same is hereby amended by deleting the following:

Hershey, Empire (Ill. Rte. 9) to 500' north of Washington - 35 m.p.h.

SECTION 9. Bloomington City Code Chapter 29, Section 156.5, shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Ireland Grove, 1000' west of Hershey to ~~Oakland~~ Streid 45 m.p.h.

SECTION 10. Except as provided herein, the Bloomington City Code, 1960, as amended, shall remain in full force and effect.

SECTION 11. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 12. This Ordinance is enacted pursuant to the authority granted to the City as a home rule unit by Article VII, Section 6 of the 1970 Illinois Constitution.

SECTION 13. This Ordinance shall take effect ten (10) days after passage and approval.

PASSED this _____ day of _____, 2018.

APPROVED this _____ day of _____, 2018.

APPROVED:

TARI RENNER
Mayor

ATTEST:

CHERRY L. LAWSON
CITY CLERK

DRAFT

Chapter 29 : Section 8 : Emergency and Experimental Regulations.

(a) The City Traffic Engineer or Chief of Police is hereby empowered to make regulations necessary to make effective the provisions of the traffic ordinances of this City and to make and enforce temporary or experimental regulations to cover emergencies or special conditions. No such temporary or experimental regulations shall remain in effect for more than one hundred eighty (180) days. (Ordinance No. 1984-122)

(b) The City Traffic Engineer may test traffic control devices under actual conditions of traffic.

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Chapter 29 : Section 114 : Spaces for Handicapped Persons and Related Parking Provisions.

(a) The City Traffic Engineer shall in his discretion designate certain on-street and off-street parking spaces in municipal parking lots as being reserved for use only by handicapped persons by posting each such parking space with an official sign which so reserves such parking space pursuant to the laws, rules and regulations which apply thereto. When these parking spaces are so signed, it shall be illegal for any person to park a vehicle in a parking space reserved in this manner for handicapped persons unless such vehicle has license plate(s) or decal or card. When not with a handicapped person, it shall be illegal for any person at any time to park any such licensed vehicle or any other vehicle with such licenses in a space designated as being reserved for handicapped persons or to use a handicapped person's decal or card to park any vehicle at any time in such a reserved space. Most of the designated parking spaces are identified in Section 153 of this Chapter. (Ordinance No. 1986-104)

(b) **Parking Spaces on Private Parking Lots.** Parking spaces on private parking lots may be reserved for use only by handicapped persons. Such spaces shall be marked for reserved use by handicapped persons by posting such parking space with a sign showing the International symbol of access for handicapped persons which so reserves each parking space. When these parking spaces are so signed, then it shall be illegal for any person to park a vehicle in a parking space reserved in this manner for handicapped persons unless such vehicle has license plate(s) indicating that the vehicle is registered to a handicapped person or a disabled veteran or unless a legal decal or card is being properly used indicating that such vehicle is then being used by a handicapped person who is qualified to have such license plate(s) or decal or card. It shall be illegal for any person to park any such licensed vehicle in a space on a private parking lot which is designated as being reserved for handicapped persons or to use a handicapped person's decal or card to park in such a reserved space when not with the handicapped person. (Ordinance No. 1998-6)

(c) The parking privileges granted by this Section are strictly limited to the person to whom the special license plate(s), special decal or card were issued and to qualified drivers of motor vehicles who are acting under his or her express direction while the handicapped person is present. (Ordinance No. 1986-104)

(d) A motor vehicle bearing license plate(s) issued to a handicapped person or to a disabled veteran or a special decal or card issued to a handicapped person or a motor vehicle registered in another jurisdiction upon which is displayed such license plate(s), a special decal or card issued by the other jurisdiction designating that the vehicle may be operated by or for a handicapped person shall be exempt when the handicapped person is present from any statute or ordinance imposing time limitations on parking, except time limitations of one-half hour or less on any street or highway zone or any parking lot or parking place which is owned, leased or owned and leased by a municipality or a municipal parking utility. All drivers and owners of such vehicles shall be subject to the laws which prohibit parking in zones in front of or near fire hydrants, driveways, public building entrances and exits, bus stops, loading areas and all other locations where parking is prohibited whether only by law(s) which prohibit parking at

specified types of locations at all times, during certain hours or times or for limited types of vehicles or also by sign(s) which prohibit such parking. Each such vehicle is also prohibited from parking when the motor vehicle constitutes a traffic hazard, and it shall be illegal for any person not to promptly move such vehicle at the instruction and request of a law enforcement officer to a legal location at the choice of the driver or to a location designated by the officer. (Ordinance No. 1986-104)

(e) Any persons or local authority owning or operating any public or private off-street parking facility in the City of Bloomington may, after notifying the Bloomington Police Department, remove or cause to be removed by towing to the nearest garage or other place of safety any vehicle parked within a space reserved for the use by handicapped persons which does not display handicapped registration plate(s) or the special decal or card as required by this Section. (Ordinance No. 1986-104)

(f) No person shall directly or indirectly permit any vehicle owned by such person to be used in any manner so as to violate any of the provisions of this Section and for the convenience of the user of this Section it is indicated that Section 191 of this Chapter is applicable to this Section. (Ordinance No. 1986-104)

(g) Any person found guilty of violating the provisions of this Section shall be fined \$250.00 in addition to any costs or charges connected with the removal, towing and/or storage of any motor vehicle authorized under this Section. (Ordinance No. 2006-19)

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Chapter 29 : Section 145 : Stop Signs.

In accordance with Sections 44 and 45 of this Ordinance, all vehicles traveling on the following named streets must come to a complete stop before proceeding into or across said intersections:

(a) The following intersections are declared to be all-way stops, and all vehicles must come to a complete stop before proceeding into or across said intersections:

Allin - Washington

Airport - Ft. Jesse

Bunn - Hamilton

Bunn - Lafayette

Center - Jefferson

East/Albert - Olive

Emerson - Clinton

Empire - Lee

Evergreen - Washington

Front - Lee

Hershey - Arrowhead

Hershey - Clearwater

Hershey - College

Hershey - Ft. Jesse

Hinshaw - Locust

Lee - Locust

Lee - Market

Lee - Washington

Linden - Emerson

Loop Drive - Old Ireland Grove Road

Locust - Towanda

Main - Jefferson

Main - Monroe

Main - Mulberry

McLean - Grove

Mercer - Ireland Grove

Mercer - Lincoln

Mercer - Oakland

Mercer - Washington

Miller Park at: T-intersection north of Pavilion and northeast of Zoo building

Morris - MacArthur

Morris - Oakland

Morris - Wood

Prospect - Eastland

Washington - Morris

(Ordinance No. 2006-131)

← ADD "Bunn - Lincoln"

← ADD "Lee - Olive"

(b) The following intersections are declared three-way stops and all vehicles must come to a complete stop before proceeding into or across said intersections:

Eastland/K-Mart Crossover (southbound) - north Empire Frontage Road

Fairway (southbound) - north Empire Frontage Road

Olive Stops for Morris
Pamela Stops for Towanda Barnes
Prairie Stops for Jefferson
Prairie Stops for Locust
Prairie Crossing Stops for 2100 E
Prairie Crossing Stops for Kickapoo Creek
Prospect Stops for Oakland
Royal Pointe Stops for Clearwater
Robinson Stops for Grove
Robinson Stops for Oakland
Robinson Stops for Washington
Seminary (westbound) Stops for Cottage
Springdale Stops for Breezewood
Springfield Stops for Fox Creek
Springfield Stops for Morris
State Stops for Grove
State Stops for Oakland
Trinity, Empire to Cornelius
Vale Stops for Grove
Vale Stops for Lincoln
Vale Stops for Oakland
Vale Stops for Washington
Western Stops for Locust
Western Stops for Market
Western Stops for Seminary
(Ordinance No. 2008-76)

(d) All vehicles traveling upon the following named streets must come to a complete stop before proceeding into or across the named intersections:

1050E Stops for Six Points
Access Stops for Beich
Addison Stops for Fort Jesse
Airline Stops for Eastport
Albert Stops for Grove
Allin Stops for Chestnut
Allin Stops for Front
Allin Stops for Seminary
Andover Stops for Lincoln
Anglers Lake Stops for Morrissey
Ann Stops for Airport
Arcadia Stops for Eldorado
Arcadia (southbound) Stops for Fairmont (north intersection)
Arcadia (northbound) Stops for Fairmont (south intersection)
Arcadia Stops for Ireland Grove
Arlene Stops for Lincoln
Ash Stops for Lafayette
Ashley Stops for Beich
Astoria Stops for Streid
Audie Murphy Stops for Empire
Auto Row Stops for G.E.

Bainbridge Stops for Rutherford
Baker Stops for Bunn
Baker Stops for Center
Ballyshannon Stops for Ireland Grove
Bancroft Stops for Arrowhead
Bancroft Stops for Slayton
Bardwell Stops for Springdale
Barker Stops for Miller
Barker Stops for Wood
Bayberry Stops for Washington
Bay Pointe (north) Stops for North Pointe
Bay View Stops for Ireland Grove
Baywood Stops for Towanda-Barnes
Baywood Stops for Woodbine
Beacon Circle (both intersections) Stops for North Pointe
Beacon Court Stops for North Pointe
Bear Creek Stops for Ireland Grove
Bedeker Stops for Carrington
Beechwood Stops for Maple
Beich Stops for Fox Creek
Beich Stops for Springfield
Bell Stops for Bunn
Bell Stops for Clayton
Bell Stops for Hannah
Bell Stops for Maizefield
Bell Stops for McClun
Bellemont Stops for Washington
Belvedere Stops for Kickapoo Creek
Bent Stops for Ireland Grove
Berenz Stops for Lafayette
Berenz Stops for Stewart
Berry Stops for Monticello
Berry Stops for Wisteria
Bettis Stops for Wylie
Bettis Stops for JC Parkway
Beverly Stops for Lafayette
Biasi Stops for College
Bissell Stops for Bunn
Bissell Stops for Clayton
Bissell Stops for Clinton
Bissell Stops for East
Bissell Stops for Main
Black Oak Stops for Ireland Grove
Blackstone Stops for Hinshaw
Blackstone Stops for Livingston
Blackstone Stops for Morris
Blackstone Stops for Western
Bloomington Country Club Drive Stops for Towanda
Blue Ash Stops for Fox Creek
Bohmer Stops for Streid
Bowen Stops for Dinsmore

Brad Stops for Union 76 Service Road
Bradley Stops for Rowe
Brandywine Court (east-west) Stops for Washington
Breckenridge Stops for Emerson
Breckenwood Stops for Streid
Breezewood Stops for Red Oak
Broad Creek Stops for General Electric
Brookshire Green Stops for Hershey
Brompton Stops for Hershey
Brown Stops for Washington
Buchanan Stops for Bunn
Buchanan Stops for Center
Buchanan Stops for Clayton
Buchanan Stops for Clinton
Buchanan Stops for East
Buchanan Stops for Main
Buchanan Stops for Miller
Buckeye Stops for Eldorado
Buckeye Stops for Fairmont
Bunn Stops for Springdale
Butchers Lane Stops for Alexander
Butchers Lane Stops for Morris
Cabintown Stops for Fox Creek
Cadwell Stops for Arrowhead
Calhoun Stops for Seminary
Camelot Stops for Washington
Canterbury Stops for Fairway
Canterbury Stops for Regency
Capen Stops for Broadmoor
Capen Stops for Lincoln
Caroline Stops for Washington
Castle Stops for Moore
Castle Stops for Vale
Castlebar Stops for Kickapoo Creek
Castleton Stops for Hershey
Catherine Stops for Locust
Catherine Stops for Market
Catherine Stops for Monroe
Challis Stops for Arrowhead
Challis Stops for Slayton
Chelsea Stops for Oakland
Cheshire Stops for Oakland
Chestnut Stops for Colton
Chestnut Stops for Eugene
Chestnut Stops for Hinshaw
Chestnut Stops for Lee
Chestnut Stops for Linden
Chestnut Stops for Livingston
Chestnut Stops for Madison
Chestnut Stops for McLean
Chestnut Stops for Morris

Chestnut Stops for Prairie
Chestnut Stops for Western
Chestnut Stops for White Oak
Circle (north & south) Stops for Brown
Circle Stops for Stillwell
Clayton Stops for Front
Clayton Stops for Jefferson
Clayton Stops for Market
Clayton Stops for Monroe
Clayton Stops for Oakland
Clayton Stops for Washington
Clinton Stops for Bell
Clinton Stops for Lincoln
Clinton (northbound) Stops for Oakland
Clinton Stops for Wood
Clobertin Court Stops for Four Seasons
Cloud Stops for McGregor
Cloud Stops for Vale
Conlor Stops for Springdale
Cooper Stops for Heartland
Cottage Stops for Forrest
Cottage Stops for Graham
Cottage Stops for Martin Luther King Dr.
Cottage Stops for Perry
Cottonwood Stops for Lafayette
Country Club Stops for Towanda
Country Stops for Morningside
Country Lane Stops for Oakland
Coventry Court Stops for Broadmoor
Coventry Stops Country
Creamery Stops for Harvest Pointe
Crimson Stops for General Electric
Crimson Stops for Wisteria
Crista Ann Stops for Ireland Grove
Crown Stops for Lincoln
Croxtton Stops for Bunn
Croxtton Stops for Hannah
Croxtton Stops for McGregor
Croxtton Stops for Vale
Crystal Stops for Lafayette
Crystal Stops for Oakland
Cumbria Stops for Old Farm
Currency Stops for Commerce
Dallas Stops for Clearwater
Danbury Stops for Cabintown
Darrah Stops for Western
Davis Stops for Monroe
Davis Stops for Washington
Dawes Stops for Linden
Dean Stops for King
Dee Farm Stops for Harvest Pointe

DeGarmo Stops for Gailey
DeGarmo Stops for Stone Mountain
Delmar Stops for Fairway
Derby (East) Stops for Baywood
Derby (West) Stops for Baywood
Devonshire Stops for Washington
Division Stops for Adelaide
Division Stops for Center
Division Stops for Main
Division Stops for University
Dodge Stops for Broadmoor
Dodge Stops for Country
Dodge Stops for Hershey
Dogwood Stops for Arrowhead
Dogwood Stops for Mt. Vernon
Douglas Stops for Evans
Dover Stops for Gloucester
Dover Stops for Ireland Grove
Dry Sage Stops for Harvest Pointe
Eagle Creek Stops for Airport
Eagle Crest Stops for Airport
East Stops for Beecher
East Stops for Chestnut
East Stops for Emerson
East Stops for Empire
East Stops for Lafayette
East Stops for Locust
East Stops for MacArthur
East Stops for Oakland
East Stops for Stewart
East Stops for Walnut
Eastgate Stops for Mercer
Eastholme Stops for Emerson
Eastholme Stops for Empire
Eastholme Stops for Marion
Eastport Stops for Clearwater
Ebach Stops for Emerson
Eddy Stops for Oakland
Eddy Stops for White Eagle
Ekstam Stops for Pamela
Eldorado Stops for Lincoln
Eldorado Stops for Oakland
Eldorado Stops for Prospect
Eldorado (relocated) Stops for Prospect
Eisenhower Stops for Jersey
Elder Stops for Walnut
Elm Stops for Bunn
Elm Stops for Center
Elm Stops for Lee
Elm Stops for Livingston
Elm Stops for Miller

Elm Stops for Morris
Elmwood Stops for Colton
Emerald Crest Stops for Crooked Creek
Empire Stops for Livingston
Empire Stops for Mason
Empire Stops for Morris
Empire Stops for Western
Empire Service Road (north) Crossover Stops for Eastland and K-Mart
Empire Service Road (north) Stops for Fairway
Empire Service Road (north) Stops for Towanda Service Road
Empire Service Road (south) Crossover Stops for Eastland and K-Mart
Empire Service Road (south) Stops for Fairway
Erickson Stops for Indiana
Ethell Stops for Emerson
Essington Stops for Binghamton
Essington Stops for Carrington
Eugene Stops for Locust
Eugene Stops for Walnut
Evans Stops for Chestnut
Evans Stops for Empire
Evans Stops for Graham
Evans Stops for Lincoln
Evans Stops for Locust
Evans Stops for Oakland
Evans Stops for University
Evans Stops for Walnut
Ewing Stops for Seminary
Ewing Park exit Stops for Ethell
Fedor (East) Stops for Six Points
Fedor (West) Stops for Six Points
Fell Stops for Emerson
Felton Stops for Robinson
Ferryman Stops for Kickapoo Creek
Fiddlestix Stops for Crooked Creek
Fifer Stops for Market
Finlen Stops for Kickapoo Creek
Fleetwood Stops for Towanda
Flag Tree Stops for Crooked Creek
Florence Stops for Jackson
Florence Stops for Taylor
Folson Stops for Morris
Forest Park Road (north entrance) Stops for Tanner
Forrest Stops for Morris
Forrest Stops for Western
Fountain Lake Stops for Old Farm
Four Seasons (southbound) Stops for Four Seasons (Relocated)
Four Seasons Stops for Lincoln
Francesco Stops for Kickapoo Creek
Fremont Stops for Bunn
Fremont Stops for Clayton
Fremont Stops for Clinton

Front Stops for McClun
Front Stops for Robinson
Front Stops for State
Front Stops for Western
Fuller Stops for Beich
Gabby Stops for Ark
Gailey Stops for Stevenson
Gailey Stops for Radbourne
Garfield Stops for Bradley
Garfield Stops for Northway
Garling Stops for Vale
Gas Stops for Washington
Gerig Stops for Haeffele
Gettysburg Stops for Arrowhead
Gill Stops for Airport
Gina Stops for Norma
Ginger Creek Stops for Washington
Glasson Stops for Ireland Grove
Glenbridge Stops for Ireland Grove
Glenwood Stops for Arrowhead
Gloucester Stops for Hershey
Golden Stops for Vale
Goldenrod Stops for Laesch
Goose Creek Stops for Morris
Graham Stops for Fell
Graham Stops for Hinshaw
Graham Stops for Livingston
Graham Stops for Madison
Graham Stops for Mason
Graham Stops for McLean
Graham Stops for Morris
Graham Stops for Oak
Graham Stops for Park
Graham Stops for Roosevelt
Graham Stops for Western
Graham Stops for White Oak
Grandview Stops for Hershey
Grandview Stops for Prospect
Gray Stops for Lee
Greenleaf Stops for Washington
Greenwood Stops for Hamilton
Greenwood (Southbound) Stops for Heidlott
Greenwood Stops for Morris
Greyhound Stops for Hamilton
Gridley Stops for Market
Gridley Stops for Washington
Grove Stops for Euclid
Grove Stops for Lumber
Grove Stops for Western
Guido Stops for Oakland
Gunderson Stops for Carrington

ADD "Granada Stops for Olive"

Hall Stops for Prospect
Haney Stops for Morris
Harbord Stops for Meadows
Harbord Stops for Maizefield (north intersection)
Harbor Pointe (north and south intersection) Stops for North Pointe
Hardman Stops for Lafayette
Harvest Stops for Old Farm
Harwood Stops for Taylor
Hayloft Stops for Old Farm
Hedgewood Stops for College
Heidloff Stops for Greenwood
Helen Stops for Norma
Herbert Stops for Mercer
High (northbound) Stops for Lafayette
Hillside Stops for Delmar
Hillside Stops for Radliff
Hilltop Mobile Home driveways Stops for Bunn
Hinshaw Stops for Butchers Lane
Hinshaw (northbound) Stops for Market
Hinshaw Stops for Miller
Hinshaw Stops for Wood
Holiday Stops for Mt. Vernon
Horenberger (northbound) Stops for Emerson
Horenberger (southbound) Stops for Beecher
Hoyt Stops for South Market Service Road
Humanity Stops for Stockholm
Huntington Stops for Airport
IAA Service Drive Stops for IAA
Illinois Stops for Erickson
Illinois Stops for Euclid
Imperial Stops for Towanda
Independence (west intersection) Stops for Wellington
Indiana Stops for Euclid
Indianapolis Stops for Croxton
Inglewood Stops for Fox Creek
Inglewood Stops for G.E. Road
Interlocken Stops for Eagle Crest
Inverness Stops for Emerson
Iowa Stops for Erickson
Iowa Stops for Euclid
Ireland Grove Stops for Brickyard
Jackson Stops for Allin
Jackson Stops for Clayton
Jackson Stops for Clinton
Jackson Stops for Denver
Jackson Stops for East
Jackson Stops for Evans
Jackson Stops for Gridley
Jackson Stops for Kreitzer
Jackson Stops for Livingston
Jackson Stops for Mason

Jackson Stops for McClun
Jackson Stops for Mercer
Jackson Stops for Morris
Jackson Stops for State
Jackson Stops for Vale
Jefferson Stops for Allin
Jefferson Stops for Colton
Jefferson Stops for Davis
Jefferson Stops for Perrin
Jefferson Stops for Towanda
Joseph Stops for Brigham
Julie Stops for Lafayette
Julie Stops for Lincoln
Juniper Stops for Six Points
Juniper Stops for Woodhavens
Kaisner Stops for Ft. Jesse
Keaton Stops for G.E. Road
Kell Stops for Ireland Grove
Kelsey Stops for Center
Kelsey Stops for East
Kelsey (eastbound) Stops for Franklin
Kelsey Stops for Main
Kelsey Stops for Roosevelt
Kenneth Stops for Clearwater
Kentucky Alley Stops for Center
Kentucky Alley Stops for Main
Keybridge Stops for Ireland Grove
Knollbrook Stops for Fox Creek
Koch Stops for Bissell
Koch (northbound) Stops for Lincoln
Koch Stops for Stewart
Kreitzer Stops for Cloud
Kurt Stops for IAA
Kurt Stops for Towanda
Lake Stops for Springfield
Lake Stops for Summitt
Lake (southbound) Stops for Tanner
Lake Fork Stops for Morris
Lake Ridge Stops for Fox Creek
Lake Shore Stops for Ft. Jesse
Lake Shore (both intersections) Stops for North Pointe
Lake Trail Stops for Martin Luther King Drive
Lamon Stops for Gettysburg
Lamon Stops for Hershey
Leadville Stops for Springdale
Lee Stops for MacArthur
Lee Stops for Wood
Leland Stops for Oakland
Leland Stops for Taylor
Leslie Stops for Pamela
Lincoln Stops for Center

Lincoln Stops for Madison
Linden Stops for Woodruff
Linwood Stops for Lafayette
Lisa Stops for Airport
Livingston Stops for MacArthur
Livingston Stops for Market
Livingston Stops for Miller
Livingston Stops for Oakland
Livingston Stops for Wood
Lone Oak Stops for Binghamton
Lone Oak Stops for Carrington
Longden Stops for Hollycrest
Longden Stops for Six Points
Longfield Stops for Kickapoo Creek
Longwood Stops for Woodbine
Longwood Stops for Armstrong
Low Stops for MacArthur
Low Stops for Miller
Low (Southbound) Stops for Taylor
Low Stops for Wood
Lumber Stops for Locust
Lumber Stops for Oakland
Lumber Stops for Olive
Lyon Stops for Brock
MacArthur Stops for Bunn
MacArthur Stops for Livingston
Madison Stops for Bissell
Madison Stops for Chestnut
Madison Stops for Empire
Madison Stops for Locust
Madison Stops for MacArthur
Madison Stops for Miller
Madison Stops for Olive
Madison Stops for Stewart
Madison Stops for Wood
Magoun Stops for Olive
Maizefield Stops for McGregor
Maizefield (north intersection) Stops for Meadows
Maizefield (south) Stops for Harbord
Maloney Stops for Williamsburg
Maloney Stops for Prospect
Manor Circle Stops for Hershey
Maple Stops for Bell
Marion Stops for Colton
Marion Stops for Linden
Marion Stops for State
Market Stops for Evans
Mary Ellen Way Stops for Emerson
Marzel Stops for Mercer
Mason Stops for Bissell
Mason Stops for Chestnut

Mason (northbound) Stops for Division

Mason Stops for Front

Mason Stops for Grove

Mason Stops for Jefferson

Mason Stops for Locust

Mason Stops for MacArthur

Mason Stops for Market

Mason Stops for Mill

Mason Stops for Miller

Mason Stops for Monroe

Mason Stops for Oakland

Mason Stops for Olive

Mason Stops for Seminary

Mason Stops for Washington

Mason Stops for Wood

Mayflower Stops for Pierce

Mays Stops for Towanda

Maysel Stops for Four Seasons

McGraw Stops for Eldorado

McKay Stops for Six Points

McLean Stops for University

McNiff Stops for Streid

Meadowbrook Stops for Magnolia

Mecherle Stops for Delmar

Mecherle Stops for Radliff

Mercer Stops for Ireland Grove

Mid America Stops for Main

Mill Stops for Allin

Mill Stops for Evans

Mill Stops for Gridley

Mill Stops for Madison

Mill Stops for McLean

Mill Stops for Morris

Mill Stops for Roosevelt

Mill Creek Stops for Clearwater

Miller Stops for Bunn

Miller Stops for Center

Miller Stops for Clayton

Miller Stops for Clinton

Miller Stops for East

Miller Stops for north-south drive in Irvin Apts.

Miller (eastbound) Stops for Lee

Miller Stops for Main

Miller Stops for Summit

Miller Stops for Wright

Miller Park - east entrance/exit Stops for Summit

Miriam Stops for Airport

Mission Stops for Gridley

Mission Stops for MacArthur

Mockingbird Stops for Hershey

Mockingbird Stops for Morningside

Monroe Stops for Colton
Monroe Stops for Hinshaw
Moore Stops for Grove
Moore Stops for Jackson
Moore Stops for Oakland
Moore Stops for Washington
Morningside Stops for Broadmoor
Morningside Stops for Hershey
Morris Stops for Locust
Mt. Vernon Stops for Arrowhead
Mulberry Stops for Allin
Mulberry Stops for Catherine
Mulberry Stops for Center
Mulberry Stops for Evans
Mulberry Stops for Hinshaw
Mulberry Stops for Mason
Mulberry Stops for Morris
Mulberry Stops for Roosevelt
Mulberry Stops for Western
Mulberry Stops for White Oak
Niccolls Stops for East
Niccolls Stops for Main
Niccolls Stops for Wright
Northcrest Stops for North Country Club Place
Northport Stops for Empire
Northway Stops for Rowe
Norton Stops for Rave
Norton Stops for Watertown
Oak Stops for Bissell
Oak Stops for Chestnut
Oak Stops for Empire
Oak Stops for Jackson
Oak Stops for Locust
Oak Stops for MacArthur
Oak Stops for Mill
Oak Stops for Miller
Oak Stops for Mulberry
Oak Stops for Seminary
Oak Stops for Taylor
Oak Stops for Washington
Oak Stops for Wood
Oakbrook Stops for Clearwater
Oak Creek Plaza Stop for Tracy
Oak Park Stops for Martin Luther King Drive
O'Connell Stops for Croxton
O'Connell Stops for Maizefield
O'Hara Stops for Mason
Old Farm Road Stops for Oakland
Old Jamestown Stops for Airport Road
Olive Stops for Allin
Olive Stops for Center

← ADD "Northwood Stops for Hedgewood"

Olive Stops for Clayton
Olive Stops for Clinton
Olive Stops for Denver
Olive Stops for Evans
Olive Stops for Gridley
Olive Stops for Lee
Olive Stops for McClun
Olive Stops for McLean
Olive Stops for Mercer
Olive Stops for Robinson
Olive Stops for State
Orchard Stops for Wildwood
Owens Stops for Vale
Pacific Stops for Vermont/Reading
Packard Stops for Magoun
Packard Stops for Oakland
Packard Stops for Olive
Pancake Stops for Miller
Park Stops for Empire
Park Stops fir Walnut
Park Place Stops for Martin Luther King, Jr.
Park Ridge Stops for Ft. Jesse
Parkshores Stops for Martin Luther King, Jr.
Parkshores Stops for Cottage
Parmon Stops for Benjamin
Parmon Stops for Lincoln
Parmon Stops for Pierce
Partner Stops for Miller
Peach Stops for Dogwood
Pebblebrook Stops for Fox Creek
Perrin Stops for Country Club
Perrin Stops for Washington
Perry Stops for Hinshaw
Perry Stops for Livingston
Perry Stops for Morris
Perry - (northwest corner) Stops for Western
Pheasant Run Stops for Broadmoor
Piney Run Stops for Carrington
Phoenix Stops for Fell
Pierce Stops for Mercer
Pinehurst Stops for Arrowhead
Powell Stops for Stone Mountain
Prairie Stops for Empire
Prairie Stops for Jackson
Prairie (northbound) Stops for Olive
Prenzler Stops for Eddy
Providence Stops for Airport
Pump House Stops Harvest Pointe
Radliff Stops for Fairway
Radliff Stops for Robinhood
Radliff Stops for Rowe

Rainbow Stops for Hershey
Rathmore Stops for Francesco
Rave Stops for Townda-Barnes
Red Autumn Stops for Harvest Pointe
Red Oak Stops for Springdale
Reeves (northbound) Stops for Olive
Revenue Stops for Mitsubishi
Rexel Stops for Ft. Jesse
Ridge Creek Stops for Fox Creek
Ridge Crest Stops for Airport
Ridge Road Stops for Hershey
Ridge Road Stops for Prospect
Riverwoods Stops for Lay
Robert Stops for Brigham
Robinhood Stops for Fairway
Robinhood Stops for Towanda
Robinson Stops for Jefferson
Robinson Stops for Locust
Rocky Ford Stops for Morris
Rosney Stops for Emerson
Rosney Stops for Marion
Roosevelt Stops for Chestnut
Roosevelt Stops for Empire
Roosevelt Stops for MacArthur
Roosevelt Stops for Olive
Roosevelt Stops for Stewart
Ross Stops for Four Seasons
Rowe Stops for Delmar
Rowe Stops for IAA
Rowe Stops for Towanda
Rocksbury Stops for Binghamton
Royal Stops for Airport
Rust Stops for Regency
Rust Stops for Washington
Ruth Stops for Washington
Rutledge Stops for Arrowhead
Salem Stops for Mt. Vernon
Sandburg Stops for Arrowhead
Savanna Stops for Fox Creek
Savanna Stops for Grey Fox
Scogin Creek Stops for Ridge Creek
Scarborough Stops for Binghamton
Scarborough Stops for Carrington
Scott Stops for Mason
Scott Stops for Oak
Seminary Stops for Roosevelt
Sesame Stops for Washington
Shaumessey Stops for Ireland Grove
Sheridan (westbound) Stops for Stillwell
Sherman Stops for Seminary
Shorewood Stops for North Pointe

ADD "Seville Stops for Olive"

Silverton Stops for Six Points
Six Points Stops for Morris
Slayton Stops for Eastport
Smokey Stops for Airport
Springdale Stops for Breezewood
Staghorne Stops 2100 E
Starlight Stops for Clearwater
State Stops for Emerson
State Stops for Locust
Stephanie Stops for Longwood
Stern Stops for Prospect
Stewart Stops for Center
Stillwell Stops for Market
Stillwell Stops for Washington
Stockholm Stops for Miller
Stockholm Stops for Oakland
Stockholm, eastbound Stops for Stockholm, north-south section
Stonehedges Stops for Fox Creek
Stone Mill Stops for Harvest Pointe
Stonehouse Stops for Harvest Pointe
Stone Mountain Stops for College
Stone Mountain Stops for Radbourne
Stortz Stops for Empire
Stratford Stops for Broadmoor
Strawgrass Stops for Harvest Pointe
St. Joseph Stops for Eastland
Summerview Stops for Valley Brook
Summit Stops for Lake
Summit Stops for MacArthur
Summit Stops for Wood
Sunset (east & west) Stops for Emerson
Sunshine Stops for Clearwater
Swan Lake Stops for Old Farm
Sweetbriar Stops for Butcher
Szarek Stops for Six Points
Tanner Stops for Morris
Tanner Stops for Springfield
Taylor Stops for Allin
Taylor Stops for Clayton
Taylor Stops for Denver
Taylor Stops for Evans
Taylor Stops for Gridley
Taylor Stops for Kreitzer
Taylor Stops for Mason
Taylor Stops for McClun
Taylor Stops for McLean
Taylor Stops for Mercer
Taylor Stops for Moore
Taylor Stops for Morris
Taylor Stops for Robinson
Taylor Stops for State

Taylor Stops for Vale
Thornwood Stops for Airport
Teal Stops for Old Farm
Tiehack Stops for Jumer
Timberwolf Stops for Scottsdale
Tipton Stops for Caroline
Towanda Service Road (southbound) Stops for Empire Service Road (north)
Towanda Service Road Stops for Empire
Townley Stops for Arrowhead
Todd Stops for Gettysburg
Tullamore Stops for Ireland Grove
Union Stops for Oak
University Stops for Clinton
University Stops for Park
University Stops for Whites Place
Valley Brook Stops for Ft. Jesse
Valley View Stops for Wylie
Van Schoick Stops for Springfield
Ventor/Boardwalk Stops for Park Place
Vic Stops for Towanda-Barnes Road
Vic Stops for Detroit
Vladimir Stops for Rainbow
Wall Stops for Lee
Wall Stops for Madison
Walnut Stops for Colton
Walnut Stops for Hinshaw
Walnut Stops for Livingston
Walnut Stops for Madison
Walnut Stops for Mason
Walnut Stops for McLean
Walnut Stops for Morris
Walnut Stops for Oak
Walnut Stops for Prairie
Walnut Stops for Roosevelt
Walnut Stops for Western
Waterford Estates Stops for Oakland
Watford Stops for Oakland
Weathervane Stops for Old Farm
~~Wedge~~wood Stops for Bunn
Wedge~~wood~~ Stops for Foxtail
Weldon Stops for Oakland
Weldon (northbound) Stops for Olive
Wellington Stops for Hershey
Western Stops for MacArthur
Western Stops for Mill
Western Stops for Miller
Western Stops for Oakland
Western Stops for Olive
Western Stops for Taylor
Western Stops for Washington
Westgate Stops for Interstate

← DELETE "Wedge~~wood~~ Stops for Bunn"

← ADD "Wedge~~wood~~ Stops for Hedgewood"
ADD "Wedge~~wood~~ Stops for Oakwood"

Westport Stops for Eastport
White Eagle Stops for Streid
White Stone Stops for Springdale
Whites Place Stops for Emerson
Whites Place Stops for Empire
Wildflower Stops for Laesch
Wildwood Stops for Holiday
Wildwood Stops for Mt. Vernon
Willard Stops for Jackson
Willard Stops for Taylor
Williamsburg Stops for Eastland
Williamsburg Stops for Washington
Willow Creek Stops for 2100 E
Wilson Stops for Lafayette
Windham Hills Stops for General Electric
Windmill Stops for Old Farm
Wine Way Stops for Norma
Wisteria Stops for Airport
Witten Woods Stops for Morris
Wood Stops for Bunn
Wood Stops for Clayton
Woodbine Stops for General Electric
Woodbridge (northbound) Stops for Lincoln
Woodbury Stops for Miller
Woodfield Stops for College
Woodhavens Stops for Persimmon
Woodhavens Stops for Six Points
Wright Stops for Lincoln
Wright Stops for Stewart
Wright Stops for Wood
Yorktown Stops for Hershey
(Ordinance No. 2015-25)

(e) All vehicles traveling upon the following streets must yield the right-of-way as provided in this Ordinance before passing into or across the said intersections as provided in Section 43:

Allin - northbound Yields for Front
Amber Yields for Hillsboro
Amber Yields for Interlocken
Anabelle Yields for Escalade
Bainbridge Yields for Rocksbury
Bandecon (west intersection) Yields for Clearwater
Bandecon (east intersection) Yields for Clearwater
Bay Point (south intersection) Yields for North Pointe
Bear Creek Yields for Crossgate
Beyer Yields for Hinshaw
Blarney Stone Yields for Fox Ridge
Blarney Stone (northbound) Yields for Huntington
Boardwalk (eastbound) Yields for Park Place
Brennan Yields for Crimson

Chapter 29 : Section 148 : Public Carrier Stops, Taxicab/TNC Stands.

In accordance with Section 116 of this Ordinance and when properly sign posted, the following areas are hereby declared to be public carrier stops or taxicab stands:

(a) Bus Stops from which parked vehicles may be towed under Article XXII (Sections 191-195) of this Chapter:

At All Times

Front on the south side from Center to Main

Main, on the east side, from 180' to 250' south of the south line of Empire

Washington on the north side from Main to Center (Ordinance No. 2003-120)

← Front on the north side from Center to Madison

3:00 a.m. - 10:00 p.m.

Front Street on the south side Madison to Center
(Ordinance No. 2003-120)

Weekdays -- 6:00 a.m. - 6:00 p.m.

Colton, on the west side, from Walnut to a point 60' south
(Ordinance No. 2004-39)

Weekdays -- 8:00 a.m. - 1:00 p.m.

Lee on the east side from 30' to 125' south of the south line of Washington
(Ordinance No. 2005-35)

Weekdays -- 8:00 a.m. - 5:00 p.m.

Washington on the south side from 30' to 95' east of the east line of Lee
(Ordinance No. 2005-35)

(b) Taxicab Stands: (Ordinance No. 2001-77)

(c) Shuttle Bus Stops:

Jefferson, on the south side, from 47' to 70' west of the west line of East

Thursday, Friday, Saturday, and Sunday -- 10:00 p.m. - 3:00 a.m.

Main, on the east side, from Market to Mulberry

(Ordinance No. 2017-87)

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Chapter 29 : Section 149 : Parking.

Prohibited at all times on certain streets. In accordance with Section 125 and when signs are erected giving notice thereof, no person shall at any time park a vehicle upon any of the following described streets or parts of streets:

Airport on both sides from Empire to north corporate limits

Albert on both sides from Olive to Grove

Alley (north-south) bounded by Center, Stewart, Madison and east-west alley on both sides

Alley (east-west) bounded by Chestnut, Walnut, Clinton & north-south alley

Alley (north-south) bounded by Clinton, Empire, Evans & Chestnut on both sides

Alley (east-west) on both sides from 400 S. Madison to the east end

Alley (east-west) on both sides bounded by Olive, Erickson, Illinois and Euclid

Alley (east-west) bounded by Hinshaw, Chestnut, Livingston, Locust on both sides

Alley (east-west) bounded by Locust, Western, Mulberry and Hinshaw on the north side

adjacent to Western Avenue Community Center building

Alley (east-west) bounded by Hannah, Oakland, Maple and Bell

Alley (north-south) bounded by Fell, University, Clinton & Emerson on both sides

Alley (east-west & north-south) north of Emerson between White Pl. & Clinton Blvd.

except 2 spaces on east side at north end of alley

Alley (east-west) north of Miller - between Barker and Livingston, on both sides

Alley (east-west) bounded by Hinshaw, Miller, Barker & Wood on both sides

Alley (east-west) bounded by Morris, Olive, Western and Grove on both sides

Alley (east-west) bounded by Western, Olive, Grove, west end on both sides

Alley (north-south) between Charles and James

Alley (north-south) bounded by East, Graham, Prairie and Empire on the west side from

Graham to 100' south

Alley immediately east of East from Market to Douglas

Alley (north-south) between East, Locust, Prairie and Mulberry on the west side

Alley (north-south) bounded by Locust, Evans, Chestnut & Clinton on the east side from the

east-west alley south to Locust

Alley (north-south) bounded by Main, Chestnut, Locust and East on both sides

Alley (north-south) bounded by Main, Jefferson, Center and Monroe on both sides

Alley (north-south) bounded by Oak, Hickory, Koch and Bissell on the west side

Allin on the east side from Jefferson to a point 120' north

Allin on the east side from Front to Norfolk & Western Railroad

Allin on the east side from Seminary to a point 60' north of Seminary

Allin on the east side from 80' north to 100' south of Taylor

Allin on the west side from Division to Seminary

Allin on the west side from Wood to Walnut

Anglers Lake on both sides from Morrissey to east end

Arcadia on both sides from Eldorado to Fairmont south

Arcadia on both sides from Lincoln to Ireland Grove

Arcadia on the east side from Fairmont south to Lincoln

Arcadia on the west side from Lincoln to 280' north

Arcadia on the west side from 10' north to 10' south of the driveway to 2714

McGraw

Ash on both sides from Lafayette to Baker

Auto Row Drive on both sides from G.E. Road to north end

Baker, on the south side, from Evans to 60' west

Baker on the south side from Main to Center

Barker on the east side from 80' to 130' south of south line at Miller

Beecher on the north side from East to McLean

Beecher on the north side from Main to ~~Franklin~~ ← **AMEND "...Main to Franklin" to "...Main to East"**

Beecher on the south side from 70' west of the west line of East to 80' east of the east line of East

Beecher on the south side from ~~65' west of the west line of Franklin~~ to 20' east of the east line at Franklin ← **AMEND/DELETE "65' west of"**

Beecher on the south side from 220' to 280' east of Main

Beich on the west side from Beich Candy Plant drive to a point 600' south

Beich on both sides from Springfield to Beich (north-south)

Bell on the north side from Hannah to 60' east

Bell on the north side from Hannah to 50' west

Bell on the north side from Maple to Maizefield

Bell on the north side from McClun to 50' east

Bell on the south side from Indianapolis to Maple

Bettis on both sides JC Parkway to Wylie

Biasi on both sides from College to a point 125' south

Bissell on the north side from Low to East

Bissell on the south side from 160' to 210' west of the west line of Koch

Bissell on the south side from Center to a point 50' west

Bradley on the east side from Riley to Rowe

Briarwood on the east side from Dawes to north corporate limits

Brickyard on both sides from Ireland Grove Road to north end

Brigham School Road on the north side from the crosswalk west of Joseph to a point 30' east

Brigham School Road on the south side from Joseph to a point 30' west of crosswalk

Brigham School Road on both sides from Main to Robert

Broadmoor on the east side from Oakland to Lincoln

Brock on the north side from Market to a point 200' west

Brock on the south side from Market to a point 650' west

Brock on the west side from General Telephone Company's drive to a point 75' north ← **ADD "Bronco on the west side from Oakland to south property line of 405 Bronco"**

Buchanan on the south side between Center and East

Buckeye on the north side from 300' east of Eldorado to Fairmont

Bunn on the east side from Oakland to 250' south

Bunn on the west side from Buchanan to Lincoln

Butcher's Lane on both sides from Alexander to Cornflower

Cabintown on both sides to and including the cul-de-sac exception on the west side from the cul-de-sac to a point 385' south

Calhoun on the east side from Seminary to the Dead End

Canterbury on both sides from Fairway to 400' west

Caroline on both sides from Market to Washington

Castleton on both sides from Hershey to a point 250' east

Catherine on the west side from 20' north to 20' south of the public alley between Mulberry and Locust

Chapter 29 : Section 153 : Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots.

The provisions of Section 114 of this Chapter relating to parking with special license plates, a decal or card apply to the use of the following parking spaces as well as other spaces which comply with the provisions of Section 114. The listed parking spaces are hereby recognized and approved as having been properly designated and reserved for the use of handicapped persons and as having been inspected and approved for enforcement on private property by representatives of the City including specifically the Bloomington Police Department.

(a) On-Street Parking Spaces:

Allin on the east side 40' to 60' south of Walnut
Baker on the south side in front of 303 E. Baker
Baker on the south side in front of 307 E. Baker
Beecher on the south side from 40' to 60' west of the west line of East
Beecher on the south side from 60' to 80' west of the west line of Franklin
Beecher on the south side from 105' to 125' west of the west line of Park
Bell on the north side from 50' to 95' east of the east line of Clinton
Catherine on the west side in front of 504 Catherine
Center on the east side from 87' to 107' north of Mulberry
Center on the east side from 20' to 40' north of the north line of Washington
Center on the east side from 20' to 60' north of the north line of Market
Center on the west side from 90' to 110' north of the north line of Washington
Chestnut on the north side in front of 412 E. Chestnut
Chestnut on the south side from 130' to 150', west of the west line of East
Chestnut on the south side from 30' to 50' west of Main
Clayton on the west side adjacent to 611 E. Front
College on the west side from 110' to 130' south of the south line of Scott
Colton on the east side - 3 spaces adjacent to stadium entrance
Douglas on the south side from 20' to 44' east of East
Douglas on the south side in front of 805 East Douglas
East on the west side in front of 1409 South East
East on the east side from 20' to 40' south of the south line of University
Eisenhower on the east side across the street from 209 Eisenhower
Eisenhower on the east side from 256' to 276' south of Jersey
Elmwood on the north side in front of 1210 Elmwood
Evans on the east side from 42' to 62' south of the south line of Mill
Evans on the east side from 30' to 70' south of the south line of Oakland
Folsom on the north side in front of 1019 W. Folsom
Franklin on the west side from 30' to 50' north of the north line of Emerson
Grove on the north side in front of 817 W. Grove
Grove on the north side in front of 925 W. Grove
Grove on the south side in front of 534 W. Grove
Grove on the south side from 29' to 54' west of the west line of Albert
Grove on the south side in front of 817 E. Grove
Grove on the south side in front of 906 W. Grove
Jackson on the north side from 30' to 50' east of the east line of East
Jackson on the south side in front of 808 W. Jackson
Jefferson on the north side in front of 514 E. Jefferson

Jefferson on the north side in front of 818 1/2 E. Jefferson
Jefferson on the north side in front of 917 W. Jefferson
Jefferson on the north side from 20' to 60' west of the west line of Roosevelt
Jefferson on the south side from 180' to 200' east of the east line of Clinton
Jefferson on the south side from 4' to 24' east of the drive to 824 W. Jefferson
Lee on the east side from 28' to 48' north of the north line of Front
Lee on the east side from 20' to 40' north of the north line of Mill
Lee on the east side in front of 609 N. Lee
Lee on the east side in front of 522 S. Lee
Madison on the west side in front of 1011 South Madison
Madison on the east side from 30' to 70' south of south line at Oakland
Main on the east side, the first diagonal parking space south of Jefferson
Main on the east side from 30' to 50' south of the south line of Market
Main on the west side from 20' to 40' north of the north line of Union
Main on the west side from 32' to 52' south of the south line of Washington
Main on the west side in the first diagonal space south of Mulberry
Market on the north side from 65' to 85' west of East
Market on the south side from 20' to 80' east of the east line of Center
Market on the south side in front of 819 East Market
Market on the south side in front of 821 E. Market
Mason in the cul-de-sac at south end south of Division
Mason on the east side from 30' to 50' south of the south line of Jefferson
Mason on the east side from 87' to 107' south of Locust
Mason on the west side from 20' to 40' south of Wood
Mason on the west side from 50' to 70' north of MacArthur
McLean on the east side in front of 705 N. McLean
Mill on the south side in front of 404 W. Mill
Mill on the north side in front of 811 W. Mill
Monroe on the north side in front of 801 W. Monroe
Monroe on the north side in front of 807 W. Monroe
Monroe on the north side from 20' to 40' west of the west line of Roosevelt
Monroe on the north side from 21' to 41' west of the west right of way line of Center
Monroe on the south side from 30' to 50' east of the east line of East
Monroe on the south side from 140' to 180' west of the west line of Clinton
Monroe on the south side from 30' to 50' east of Main
Monroe on the south side in front of 603 East Monroe
Oak on the east side from 160' to 180' north of Jefferson
Oak on the east side in front of 1223 N. Oak
Oak on the east side adjacent to 508 W. Elm
Olive on the north side in front of 812 1/2 E. Olive
Olive on the north side in front of 1008 E. Olive
Packard on the north side in front of 107 W. Packard
Park on the west side from 30' to 50' north of the north line of Graham
Park on the east side from 70' to 90' south of the south line of Phoenix
Roosevelt on the west side from 30' to 70' north of the north line of Jefferson
Scott on the north side in front of 1101 N. Roosevelt
Scott on the north side from 20' to 60' west of the west line of Main
Stewart on the north side, across from 103 E. Stewart
Tracy on the east side in front of 2004 Tracy
University on the north side from 30' to 50' east of the east line of Park Walnut on

the north side

from 30' to 50' east of the east line of Livingston

University on the south side from 30' to 50' west of the west line of East

Walnut on the south side from 20' to 40' east of the east line of Hinshaw

Walnut on the south side from 55' to 75' east of the east line of Lee

Walnut on the south side in front of 406 N. Walnut

Walnut on the south side in front of 1404 W. Washington

Walnut on the south side from 70' to 90' east of the east line of McLean

Washington on the south side from 20' to 40' west of the west right-of-way line of East

Washington on the north side from 20' to 40' west of the west right-of-way line of Madison

AMEND "...100' to 120'..." to "...53' to 73'..."

Washington on the north side from 100' to 120' east of the east line of Stillwell

Washington on the south side from 20' to 40' east of the east line of Roosevelt

Washington on the south side from 30' to 70' west of the west line of Lee

Washington on the south side in front of 908 W. Washington
(Ordinance No. 2017-87)

ADD "Washington on the north side from 138' to 158' of the east line of Stillwell"

(b) Parking Spaces in Municipally Owned Parking Areas:

Abraham Lincoln Parking Garage - 7 spaces on north and west side of ground floor

Abraham Lincoln Parking Lot - 3 spaces - on west side of lot

Airport Park - 1 space - northwest corner

BHS Tennis Court Lot - 1 space in northwest corner

Bitner Park - 1 space on south side

Bloomington Public Library Parking Lot - 4 spaces - east & west of south public entrance

Brookridge Park Parking Lot - 1 space - in southwest section

City Hall Lot #1 - 2 spaces east of south public entrance

City Hall Lot #3 - 1 space on west side of lot

City Hall Lot #5 - 2 spaces on south end of center spaces

City Hall Lot #6 - 3 spaces on south side of lot

City Hall Lot #8 - 1 space on west side of lot

Clearwater Park - 2 spaces in northeast corner

City Parking Garage - 4 spaces - near Monroe Street exit

Coliseum Garage - 9 spaces, 3 on each floor

Constitution Trail Parking Lot on Robinson between Monroe & Jefferson - 1 space near shelter

Constitution Trail Lot on W. Market - southeast corner - 1 space

Constitution Trail Lot on W. Washington near Brown - 1 space

Dean at Fox Creek Parking Lot - 6 spaces in southwest corner

Ewing Park I - 1 space on south side of lot

Ewing Park II - 5 spaces in southeast corner of lot

Fire Station #3 - 1 space

Government Center Lot - 2 spaces on west side

Hamilton Road Fire Station - 2 spaces

Holiday Park - 2 spaces on east side of lot

Holton Homes - Lot adjacent to Hinshaw - 1 space - southwest corner

Irving Park - 2 spaces - on north side of parking lot at north end of McKay

Kane Homes - 3 spaces in lot on north side of Monroe between Livingston and Hinshaw

Lake Bloomington Boat Launch - 4 spaces at north end
Lincoln Leisure Center - 2 spaces on the west side of lot, north of entrance
Major Butler Parking Lot - 1 space on northeast corner
Major Butler Parking Lot - 1 space - on south side of center island at east end
Miller Park - 1 space adjacent to Bath House
Miller Park - 4 spaces on south side of Pavilion
Miller Park - 4 spaces on east side of road east of Playground
Miller Park - 1 space adjacent to Tennis Courts on Summit
Miller Park Zoo Parking Lot - 4 spaces
Northpoint School Lot - 2 spaces in northeast corner
O'Neil Park - 5 spaces on east side of lot west of Softball Diamond
O'Neil Park - 5 spaces - on east side of swimming pool
O'Neil Park - 5 spaces north of skate park
Pepper Ridge Park - 3 spaces on south side
Police Station: Lot 5 - 2 spaces; Lot 8 - 4 spaces
Prairie Vista Golf Course Lot - 4 spaces on south side
Public Service North Lot - 1st space at end of center right-of-way on north side
Rollingbrook Park - 3 spaces - northwest, northeast and southeast corners
Sale Barn Soccer Fields - 2 spaces - on west side of lot
Sunnyside Tennis Court Lot - 1 space on south side of Illinois
Water Department Building - 2 spaces
White Oak Park Baseball/Football Field Parking Lot - 7 spaces - north & west side of Parking Lot
White Oak Park Parking Lot - west of Cottage - 2 spaces - on north side of Parking Lot
White Oak Park Parking Lot - south of Martin Luther King - 2 spaces - on southeast side
Wood Hill Towers - 9 spaces - on south side of building
(Ordinance No. 2008-64)

(c) Parking Spaces in Private Parking Lots.

Angler Manor Parking Lot - 8 spaces
Cub Foods - 8 spaces
Eastland Parking Lot - 38 spaces
Gaddy Electric, 2501 G.E. Road - 3 spaces
K-Mart Parking Lot - 6 spaces
Oakland Commons (Jewel/Osco) - 9 spaces
Original Smith Printing - 2 spaces
YWCA - Hershey Facility - 4 spaces
YWCA - Alexander Facility - 1 space
(Ordinance No. 1999-138)

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Chapter 29 : Section 156.5 : Altered Speed Limits.

As provided in Section 32(c) of this Chapter, the maximum lawful speeds on the following streets or parts of streets are as provided herein:

Airport, G.E. Road to College - 45 m.p.h.
Airport, College to north corporate limits - 40 m.p.h.
Airport, Empire (Ill. Rte. 9) to G.E. Road - 40 m.p.h.
Alexander Road, north corporate limits to south corporate limits - 35 m.p.h.
Arcadia, Lincoln to Ireland Grove - 35 m.p.h.
Beich, Fox Creek to south corporate limits - 45 m.p.h.
Bloomington Heights, Market to Washington - 40 m.p.h.
Blue Ash, Fox Creek to West End - 35 m.p.h.
Brigham, Morris to 1400' east - 40 m.p.h.
Bunn, Railroad Tracks south of Veterans Parkway south to south corporate limits - 35 m.p.h.
Chestnut, White Oak (U.S. 150) to Hinshaw - 20 m.p.h.
College, Veterans to Airport - 35 m.p.h.
Commerce, Veterans to Hamilton - 35 m.p.h.
Cornelius, Airport to East Corporate limits - 35 m.p.h.
East, Stewart to Lafayette - 20 m.p.h.
Empire, Morris to Western - (Truck Speed Limit) - 20 m.p.h.
Empire (Ill. Rte. 9, eastbound), 500' east of Mt. Vernon to 600' east of Towanda Barnes - 45 m.p.h.
Empire, 500' east of Mt. Vernon to Towanda - 35 m.p.h.
Ft. Jesse, east corporate limits to west corporate limits - 45 m.p.h.
Forrest Park - 20 m.p.h.
Fox Creek, Veterans to Oakland 45 m.p.h.
Fox Creek, Oakland to Scottsdale - 40 m.p.h.
G.E. Road, 2250' west of Hershey to Towanda-Barnes - 45 m.p.h.
G.E. Road, 2250' west of Hershey to 800' east of Veterans - 35 m.p.h.
Greenwood, Morris to Hamilton - 35 m.p.h.
Hamilton, Main Street to Bunn - 40 m.p.h.
Hamilton, Main to Morris - 35 m.p.h.
Hamilton, Morrissey to Hershey - 40 m.p.h.
Hamilton, Morrissey to Commerce - 35 m.p.h.
Hamilton, Veterans to Morris - 45 m.p.h.
Harvest Pointe, Empire to north corporate limits - 35 m.p.h.
Hershey, Empire (Ill. Rte. 9) to 500' north of Washington - 35 m.p.h.
Hershey, Ireland Grove to Hamilton - 40 m.p.h.
Hershey, 500' south of Lincoln to Ireland Grove - 35 m.p.h.
Hershey, Empire (Ill. Rte. 9) to 500' north of Washington - 35 m.p.h.
~~Ireland Grove, 1000' west of Hershey to Oakland - 45 m.p.h.~~
Ireland Grove, 600' east to 600' west of Towanda Barnes - 45 m.p.h.
Ireland Grove, 600' east to 1150' west of Kell - 50 m.p.h.
Ireland Grove, Mercer to Loop Dr. - 40 m.p.h.
JC Parkway, Market to Valley View - 35 m.p.h.
Jumer Dr., 1100' east of Veterans to Hershey - 35 m.p.h.
Kickapoo Creek, Ireland Grove to north corporate limits - 40 m.p.h.
Lake Dr., Tanner to Summit - 20 m.p.h.
Lake St., Lake Dr. to Summit - 20 m.p.h.

DELETE "Hershey, Empire (Ill. Rte. 9) to 500' north of Washington - 35 m.p.h."

AMEND "... of Hershey to Oakland..." to "... of Hershey to Streid..."

Lincoln, 500' east of Eldorado to Hershey - 35 m.p.h.
Main (U.S. 51), south corporate limits to 400' south of Oak Creek Plaza/Hilltop Frontage Rd. - 35 m.p.h.
Main (U.S. 51, northbound), 400' south of Oak Creek Plaza/Hilltop Frontage Rd. to Lafayette - 35 m.p.h.
Main (U.S. 51, southbound), 150' south of south off-ramp from eastbound Veterans Parkway to
 400' south of Oak Creek Plaza/Hilltop Frontage Rd. - 35 m.p.h.
Market (Ill. Rte. 9), Brown to I-55/I-74 Bypass southbound lane - 40 m.p.h.
Market (Ill. Rte. 9), I-55/I-74 Bypass southbound to west corporate limits - 45 m.p.h.
Martin Luther King, Jr., White Oak to Cottage - 35 m.p.h.
Martin Luther King, Jr., 500' north of Market to White Oak - 45 m.p.h.
Mercer, Ireland Grove to Hamilton - 40 m.p.h.
Miller Park - 20 m.p.h.
Miller, Railroad Tracts to Alexander - 35 m.p.h.
Morris, south corporate limits to 600' south of Veterans - 40 m.p.h.
Morris, 600' south of Veterans to 300' south of Miller - 35 m.p.h.
Morrissey (U.S. 150), 200' north of Woodrig to 200' north of Veterans - 45 m.p.h.
Morrissey (U.S. 150), 200' north of Veterans Parkway to 600' south of Croxton - 35 m.p.h.
Morrissey (U.S. 150), 500' south of Croxton to Bell - 25 m.p.h.
Oakland, 500' east of Hershey to 500' east of Old Airport Road - 40 m.p.h.
Oakland, 500' east of Old Airport Road to Streid - 45 m.p.h.
Oakland, Broadmoor to 500' east of Hershey - 35 m.p.h.
Oakland, east corporate limits west to Airport property - 35 m.p.h.
Oakwoods Subdivision, all streets 25 m.p.h.
Prairie Crossing, east corporate limits to west corporate limits - 35 m.p.h.
Rhodes, Bunn to Morrissey - 45 m.p.h.
Scottsdale, Fox Creek to west corporate limits - 40 m.p.h.
Six Points, Morris to Oakland - 40 m.p.h.
Six Points, 1200' west to 1000' east of Mitsubishi - 45 m.p.h.
Springfield, Morris to Fpx Creek - 35 m.p.h.
Streid, Ireland Grove to Oakland - 50 m.p.h.
Summit, Wood to Lake St. - 20 m.p.h.
Sunset, east intersection with Emerson to west intersection with Emerson - 25 m.p.h.
Towanda (Ill. Rte. 9), Locust (Ill. Rte. 9) to Empire (Ill. Rte. 9) - 35 m.p.h.
Trinity, Empire to Cornelius - 35 m.p.h.
Valley View, Wylie to west end - 35 m.p.h.
Veterans (I-55 Business Loop, south and westbound) north corporate limits to 1000' south of Hamilton/Fox Creek - 45 m.p.h.
Washington, Caroline to Euclid - 35 m.p.h.
Washington, Caroline to west corporate limits - 45 m.p.h.
Western, Empire to Locust - (Truck Speed Limit) - 20 m.p.h.
White Oak (U.S. 150), Locust to 300' south of Graham - 35 m.p.h.
White Oak (U.S. 150), 300' north of Graham to north corporate limits - 45 m.p.h.
Woodrig, Main (U.S. 51) to east corporate limits - 35 m.p.h.
Woodrig, Morrissey (U.S. 150) to west corporate limits - 50 m.p.h.
Wylie, Market to north corporate limits - 35 m.p.h.
(Ordinance No. 2016-132)