

**AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, JANUARY 15, 2019 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

- 4. MINUTES:** Review and approve the minutes of the December 18, 2018 regular meeting of the Bloomington Transportation Commission.

5. REGULAR AGENDA

- A. **TC-2018-08:** Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission
- B. **Information:** January 2019 Citizen Comments/Complaints Summary
- C. **TC-2018-02:** Funding Mechanisms for Transportation Projects – Update
- D. **TC-2019-01** – Consideration of Proposed Routine Changes to Chapter 2 “Administration” and Chapter 29 “Motor Vehicles and Traffic” of the Bloomington City Code:
 - 1. Chapter 2 Section 30 (Boards and Commissions – Enumerated)
 - 2. Chapter 29 Section 144 (Intersections and Cross Walks Controlled by Traffic Signal)
 - 3. Chapter 29 Section 145(a) (d) and (e) (Stop Signs)
 - 4. Chapter 29 Section 147(c) (Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter)
 - 5. Chapter 29 Section 149 (Parking)
 - 6. Chapter 29 Section 150 (Parking Prohibited During Certain Hours on Certain Streets)
 - 7. Chapter 29 Section 151 (Standing or Parking During Certain Hours on Certain Streets Prohibited)
 - 8. Chapter 29 Section 153(a) (Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots)
 - 9. Chapter 29 Section 192.1(a) (Specific Tow Away Zones)

6. OLD BUSINESS

- A. Any old items brought back by the Commission

7. NEW BUSINESS

- A. Any new items brought up by the Commission

8. COMMISSIONER COMMENTS

9. ADJOURNMENT

For further information contact:
Philip Allyn, City Traffic Engineer
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Government Center

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**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, DECEMBER 18, 2018 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

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

MEMBERS ABSENT: Ms. Kelly Rumley

OTHERS PRESENT: Mr. George Boyle, City Attorney; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; Ms. Jennifer Sicks, McLean County Regional Planning Commission; Ms. Teresa Anderson, McLean County Regional Planning Commission; Martin Glaze, Connect Transit; and several members of the public.

1. CALL TO ORDER: Mr. Gorman called the meeting to order at 4:04 pm.

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

3. PUBLIC COMMENT:

There were no public comments.

4. MINUTES: Reviewed and approved the minutes of the November 20, 2018 regular meeting of the Bloomington Transportation Commission. Ms. Browne motioned to approve the minutes with the correction of two typos on the spelling of Ms. Browne's name. Ms. Blair seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

5. REGULAR AGENDA:

- A. TC-2018-08:** Review of Preliminary DRAFT McLean County Complete Streets Implementation Study being completed by the McLean County Regional Planning Commission

Mr. Gorman noted that he currently serves on the McLean County Regional Planning Commission (MCRPC) through the end of 2018. However, they have held their last meeting of the year and has no further business with the Planning Commission at this time.

Mr. Allyn gave a brief introduction of this item. The City received the attached report a week or two ago from MCRPC as a guide to implementing Complete Streets Policies across the community as a whole. The version attached is the initial draft that was provided with a request for comment. It is brought to the Commission as the City's Complete Streets oversight body for the opportunity for comment. Any comments of the Commission will be provided back to the MCRPC. Mr. Allyn acknowledged that Ms. Jennifer Sicks with MCRPC was present and was available for questions if needed.

Ms. Blair noted that in the City's Complete Streets Ordinance there is a reference to including in the annual report a count of the ADA compliant ramps in the City. Would a percentage be more appropriate if the total number of ramps is not provided? Mr. Allyn indicated that this page in the packet was showing our current code with regard to existing Complete Streets Policy for the City rather than a part of the study and was provided as reference to aid in the reviewing of the as the MCRPC study. However, if a change is desired, we could address that at a later meeting. Mr. Gorman indicated that as the report is completed each year, the total number would be useful to illustrate the annual increase. Mr. Allyn indicated that we could check the report that was recently completed and look into modifying this in the future if data the total number of ramps (and thus a percentage) is available.

Ms. Bradley indicated that the City and the Town both have Completed Streets Policies. Why do we also need a County plan? Mr. Allyn indicated that the intent of this plan is to focus on the community as a whole. This is important with shared corridors such as Main Street. In addition, since this study is somewhat transit focused, and this is a single area-wide system, it makes sense to look at the area as a whole. Another goal of the study is to provide a plan indicating desired projects that would support future grant requests. Does the County do anything similar for the other communities in the County? Mr. Allyn indicated that the County does not and that it would be up to them to pass an ordinance similar to when the City and Town have done. He did not believe the other smaller communities have anything in place currently. Ms. Bradley asked if this implementation plan would benefit the City, the Town and the County as a whole for grant purposes. Mr. Allyn indicated that it should help the City and Town, and as the largest community in the County, thus the County as a whole.

Mr. Gorman asked about the recommendation to remove I-AA Drive and inquired about the work being done this year. The packet mentions I-AA being converted to a three-lane section with the completion of sidewalk along its length. However, the study refers to a side path, which is different from a sidewalk. Mr. Allyn indicated that the work done on I-AA was part of our resurfacing and sidewalk work planned last winter for completion this past summer. The study was not started until later. This probably comes down to a timing issue, as there was a period where the study consultant was not aware of this project or the Front Street Project. Ms. Sicks, Transportation Planner for the MCRPC confirmed that it was brought to their attention during the initial review of the study that there were several projects that were under construction or nearing construction currently listed as priority projects. They have subsequently returned to the consultant to have them look at the criteria and see what other projects could be added to the study in their place. This is still very much a draft undergoing revision and a final version will be provided to the Commission once it is complete.

Mr. Allyn followed up with regard to I-AA Drive specifically. With the resurfacing, the road was converted from two extra wide lanes to three narrower lanes: one in each direction with a center turn lane. A significant number of sidewalk ramps were upgraded and a large sidewalk gap will be completed. Mr. Kothe indicated that the side path referenced in the study is actually referring to the recommendation from the City Bicycle Master Plan that a path be constructed along Veteran's Parkway, which currently has no bike or pedestrian accommodations. This suggested path actually would extend further north and south than just I-AA Drive. As a state route, the City would not construct this path along Veteran's Parkway as part of an I-AA Drive project.

Mr. Gorman asked about Ms. Sick's previous recommendation of a certain number of projects to be included in the study and what criteria were used to determine that number. Ms. Sicks stated that the desire was to provide some choices and give each agency a variety of options to start implementing changes as the opportunities arise. This will help take advantage of available funding, as it is available to provide a variety of modifications in a variety of locations. Since there are three City projects already underway, it makes sense to ask the consultant to look at their criteria and identify three new projects that could slide into those slots. In addition to the City and Town's individual plans, this study also takes into account the MCRPC long range regional metropolitan transportation plan. The study attempts to bring material from all of those plans together to create an overall picture of how the community policy of Complete Streets might be addressed. This was the charge given to the consultant, who looked at the data and identified the key areas based on their experience and the transit propensity model.

Ms. Sicks indicated that one of the reasons that the study may seem transit heavy in terms of the analysis is that adding accommodations for transit use or improved transit use tend to be infrastructure heavy and very expensive. Therefore it makes sense to focus on where the serious investments are needed, such as on Front Street. In addition, there is a real need in both communities to accommodate transit use to make it available to the entire population.

Mr. Gorman stated that in the staff report, it indicated a concern that it would be difficult for projects not along transit corridors to be included in the study. Transit should be treated importantly. However, it is also important that people be able to get to the transit routes in order to use the transit. If we are not limited in the number of projects, could the study include additional projects that are not on transit corridors and have a ranking system of high, medium, and low priority? The transit corridor projects could be bumped to a higher priority category and supporting projects could be a lower priority. Parameters could be added such as a minimum distance to a bike lane/path to set a community policy for Complete Streets to help identify these additional projects that align with this policy. This would allow for the criteria to not be completely transit focused, but still be key to the plan but would also identify other projects as well. Ms. Sicks indicated that this should be possible for the consultant to do with the methodology used. With regard to the number of projects, if you included a secondary list without the transit component but instead looking at the other factors such as levels of density and types of access to certain facilities, it might identify what we are looking for. Mr. Gorman indicated he likes the transit propensity that is built into the model. If the number of projects included were increased, it would only help with securing funding, as there would be a great change of having a project that meeting a particular funding type or requirement. Ms. Sicks indicated that during this study they were able to verify that the transit propensity model functions well based on knowledge of how the transit system functions. The same type of process could be applied to other modes such as trail use, even though there is not the same quantity and quality of use and need data available. This could be applied moving forward as funding is available. The different criteria could be chosen if needed if it is shown to be cost effective. There are many different types of funding sources with different criteria. The better than we can meet the individual requirements, the better chances we will have of obtaining that funding from those sources. MCRPC is looking forward at how this type of analysis can be applied to other modes in the future. The focus right now on transit is due to its ability to assist people who are dependent on transit with few other transportation options.

Mr. Gorman asked the present representatives from Connect Transit if they would like to speak with regard to this topic. Mr. Martin Glaze, Interim Chief Operating Officer with Connect Transit shared the types and quality of data that they currently collect on ridership and their areas of focus. This data has been shared with MCRPC to use with this study. The data is used in the determining and adjusting of routes, as was recently done. It could be seen that these major routes needed infrastructure improvements. Connect has started an annual \$100,000 of shelters, pads, and curb curbs. The model helps focus this work in the areas with the greatest need. Connect is fully behind the data and the model and has seen it to be accurate.

Mr. Gorman agreed that the data that is available on transit use is greatly superior to that which is available for bikes and pedestrians. MCRPC has recently obtain counting equipment to be deployed on the various trails around the community, so better data is coming, but it has been very point specific with a shortage of historical data to this point. From a data standpoint for building a model such as this, the transit data is clearly the best at this point for a data driven model. However, if we can add additional projects at a lower priority that are not so data driven, this would be beneficial.

Mr. Allyn indicated that the Staff's concerns were not an attempt to minimize the impact of transit, but rather not wanting to see other beneficial projects get omitted simply because they were not on a transit route.

Ms. Bradley mentioned that there seems to be a disconnect with regard to the I-AA Drive and Front Street projects. Is the MCRPC coming to the City to be more up to date? Mr. Allyn indicated that we were not aware of what all was being done early in the process to be able to share our plans, but that they have come to us now. He reminded that while there had been little communication while the study work was getting started, this is just the initial draft that they have provided us for comment. We received a draft preliminary copy a couple weeks ago and had a meeting with the MCRPC, Town, McLean County,

IDOT, and Connect Transit a week ago where the study was initially presented with a request for comment. Ms. Bradley mentioned that they could also follow our discussions to help keep up to date with what we are doing as a City. Ms. Bradley asked who was responsible for the decision to use a transit heavy model for the analysis? Is someone trying to meet the requirements of a specific grant that is currently being applying for? The City policy takes into account all modes: walking, biking, school buses, cars, heavy trucks, etc. whereas this is really laser focused on transit, which appears to conflict with what the City is doing. Ms. Sicks reiterated that transit has the most and best data available to use for the analysis. We do have some crash data that can help identify potential areas where Complete Streets principles can increase safety, but that level of analysis was beyond what could be done with this study. This should be refined as we get further into the study. The study alludes to all the various City and Town plans. This is all part of a larger whole that needs to be coalesced. This application will be beneficial to all of the community by providing better connectivity. Some of this is based on access to the transit system, but that is predicated on transit trying to serve major public functions like access government services, schools, and healthcare. It is not a perfect indicator, but it is a good starting point for further analysis.

Mr. Gorman reminded that this is the first iteration of this type of study. When the bicycle master plan was first implemented, it was planned to be updated in five years once implementation was started and operational experience was gained. This could be viewed the same way where this is a starting point of an ongoing process to be refined in the future with additional data for the other modes and criteria. Ms. Sicks confirmed that this would continue to be updated and grown moving forward not only as we gain better data and operation experience, but also as projects are completed and the infrastructure evolves.

Ms. Bradley asked if a transit model such as this is going to be detrimental to any current or future City plans for grant applications. Mr. Allyn indicated his understanding is that this study will help us accomplish the projects it contains. It will not dictate to us that we can only do those projects. We will continue to move forward with other projects as opportunities present themselves. For example, if we are resurfacing a street because the pavement is failing, we will still look at it with a Complete Streets eye if possible regardless of whether it is listed in the study. This study should help better gain access to outside funds for those projects that are listed.

Responses are due back to MCRPC by January 20. After a short discussion on next steps, Mr. Allyn will prepare a draft response letter for approval at the next meeting. If any Commissioners have supplemental comments as they read the study deeper, they can be emailed to Mr. Allyn who will present them for discussion at the January meeting.

B. Information: December Citizen Comments/Complaints Summary

Ms. Blair asked about the items such as Item 1 that are indicated to be closed. Can they be removed from the list? Mr. Allyn indicated that generally as items are closed they have been removed from the list. However, for those items requiring a code update, such as Item 1, they are remaining until the code update is completed for tracking purposes.

6. OLD BUSINESS:

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

Mr. Allyn provided a short update. The USPS representatives did reach out to us and requested a meeting. Mr. Karch and Mr. Kothe met with them and they appeared to be generally receptive to the idea of the cul-de-sac. They were going to discuss it further with the other folks involved. We have not yet seen any details on what they are planning for traffic circulation or proposed site plan.

B. TC-2018-07: Approval of Proposed Policy on Establishing Reduced Speed Limit Areas.

Ms. Kooba brought back for discussion this item. With regard to voting, we agreed that each owner should receive a vote but we did not discuss tenants. In a household of five – two parents and three children – do they get one vote or five? Or one for each adult? Mr. Allyn indicated that one vote per dwelling unit would be far easier to administer. It would be very difficult to know how many residents are in each dwelling unit, whether it's members of a family unit or a number of college students sharing a rental unit. We do not have a source for gathering this information. Another option could be using driver's license lists, but this information may not be available to us and would exclude those without a driver's license. Voter's registration lists could be used; again, it is unknown if we can obtain this information, but that would exclude those not registered to vote as well as non-citizen residents.

Ms. Bradley asked if it would be easier to have a town hall style meeting located in the area under consideration or do door to door canvassing rather than doing balloting. Mr. Allyn indicated that we have had success with this system on other initiatives such as traffic calming and parking restriction changes. The effort for each of these options is roughly the same and that the balloting should make it easiest for the most people to provide input. With a town hall style meeting, there is a greater chance of a smaller vocal minority determining an outcome for the area. As discussed before, if a small portion of the area is supportive, then only a small portion will be respectful of the reduced speed, overall speeds will not decrease, and safety may actually decrease as the speed differential increases.

There was consensus to limit resident voting to one per dwelling unit, as they can best be determined.

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

Mr. Gorman asked for an update on the funding discussion. Mr. Allyn indicated that our paving technician who oversees the historical data just recently finished this year's paving and is back in the office. The plan is to work through updated life cycles for the various street classifications the first week in January. We should be able to present the next round of data at the January meeting.

7. NEW BUSINESS:

A. None

8. COMMISSIONER COMMENTS:

None.

9. ADJOURNMENT: The meeting adjourned at 4:56 pm unanimously by voice vote; motioned by Ms. Blair and seconded by Ms. Browne.

Respectfully,

Philip Allyn
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
January 15, 2018**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2018-07	Review of Preliminary DRAFT Complete Street Implementation Study by the MCRPC	Philip Allyn, PE, PTOE City Traffic Engineer
REQUEST:	Review and approval of Commission Response Letter to the Preliminary DRAFT McLean County Complete Street Implementation Study being completed by the McLean County Regional Planning Commission.	

STAFF RECOMMENDATION: Approval

Staff requests review and approval of the developed Commission Response Letter with regard to the preliminary DRAFT of the McLean County Complete Street Implementation Study being completed by the McLean County Regional Planning Commission (MCRPC).

1. ATTACHMENTS:

- a. See previous packet and attachments from Study discussions at December, 2018 Commission Meeting
- b. DRAFT Response Letter

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The McLean County Regional Planning Commission (the Metropolitan Planning Organization, or MPO, within which the City falls) is leading an effort to develop a plan for the implementation of Complete Streets in McLean County. This effort stemmed from action items identified in the Long-Range Transportation Plan and the study is being completed with the services of Hoyle Consulting Group led by Ms. Cynthia Hoyle.

The purpose of this study is to further define Complete Streets in Bloomington-Normal and prioritize segments for implementation in conjunction with transit-supportive development goals. It is anticipated that having this completed document increases the likelihood of successful grant applications for funding for Complete Streets projects included in the document.

At the December, 2018 Transportation Commission meeting, the Commission provided feedback on the preliminary version of a Complete Streets Implementation Plan being prepared by the McLean County Regional Planning Commission (MCRPC).

Staff has compiled the feedback received at this Commission Meeting and prepared the attached draft response letter. Commissioners are encouraged to provide any feedback on the draft study. Staff will compile comments received from the Commission and submit them back to the MCRPC for consideration.

3. STAFF RECOMMENDATION:

Staff recommends the Transportation Commission pass the following motion:

Approve the proposed response letter regarding the Preliminary Draft Study and direct Staff to issue the letter to the appropriate MCRPC personnel.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

January 16, 2019

Ms. Vasudha Gadhiraju
Executive Director
McLean County Regional Planning Commission
115 E. Washington St., Suite M103
Bloomington, IL 61701

Subject: Preliminary Complete Streets Implementation Study

Dear Ms. Gadhiraju:

Thank you for providing the opportunity for review and comment by the City of Bloomington on your recently developed preliminary Complete Streets Implementation Plan. The City Transportation Commission discussed this study at their December, 2018 meeting. In attendance at this meeting was Ms. Jennifer Sicks from your office, who was willing to help provide background information pertaining to the study and respond to a number of questions from the Commissioners. Please extend my thanks and appreciation to Ms. Sicks for being a helpful participant in our discussion.

At this time, the Commission has the following comments:

1. Projects on I-AA Drive and Front Street have been recently completed or are close to completion. These projects should be replaced by other potential projects in the City. In addition, it was noted that the recommendation of a side path was incorrectly associated with I-AA Drive when it should be associated with Veteran's Parkway and extends further north and south than just I-AA Drive.
2. Transit is key for Complete Streets; however, it's also important that people be able to get to the transit routes. If we are not limited in the number of projects, could the study include additional projects that are not on transit corridors and have a ranking system of high, medium, and low priority? The transit corridor projects could be bumped to a higher priority category and supporting projects to get people to the transit routes could be a lower priority. Parameters could be added such as distance to a bike lane or path to help identify these additional projects. The travel propensity model could also be applied to other modes such as trail use.
3. Given the focus on transit importance as the main method for evaluating potential streets or corridors for improvement, there was concern raised that this implementation plan would limit the City's ability to pursue grants or other funding for projects that were not included in the plan. There may be worthwhile projects that greatly help meet Complete Streets goals on streets or corridors that do not currently contain a transit route and thus were not considered a priority by this

plan. For example, a street may be located on a significant route in the City Bicycle Master Plan calling for the addition of bicycle accommodations and/or have a high number of pedestrians warranting increased sidewalk widths or the construction of new sidewalks where there currently are none. If the City pursues grants for these other projects, will the chances of success be decreased by not having the project listed in the “official” implementation plan?

4. There is concern that this formal implementation plan by the MCRPC will commit the City to focusing work and money only on the projects identified and will make it difficult to pursue other projects that may have similar or higher value to the City for other reasons. Can language in the study ensure that these are recommendations for the City and Town and not strict requirements?
5. As additional projects are reviewed for inclusion in later drafts of the study, please coordinate with City Staff on projects currently underway or planned for the near future. This will help not target projects nearly complete, as well as help provide staff with recommendations while projects are still in the planning stages.

Building Complete Streets for the benefit of all residents of Bloomington-Normal is important. We look forward to you working with you as this study is further refined.

On behalf of the City of Bloomington Transportation Commission as Staff Liaison,

Philip S. Allyn, PE, PTOE
City Traffic Engineer

cc: Jim Karch, Director of Public Works
Kevin Kothe, City Engineer
File

CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
January 15, 2019

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

STAFF RECOMMENDATION: N/A

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

1. ATTACHMENTS:

- a. None**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

The following comments were received by the Engineering Department between December 11, 2018 and January 8, 2019 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received request from Dunraven Homeowner's Association to restrict parking on west side of Glenbridge between Ballybunion and Dunloe. Letters were delivered to neighborhood requesting feedback on proposed parking ban on west side of street. Responses received overwhelmingly favor restricting parking. Mailed letter to residents notifying them that the parking restriction would be put in place. Engineering will evaluate over next 90-120 days and incorporate into City Code provided there are no unintended consequences that arise. Signs scheduled to be installed on or after April 24; no additional comments received to date. Continuing to monitor until August 30, 2018. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed January, 2019.**
- 2) Received request to review restricting parking to one side of street and install traffic calming on Tanner between Park Lake and Springfield. Reviewed file and location has been reviewed several times in past years with no findings of excessive speeding. Speed and traffic data to be gathered to evaluate request when weather and staffing allows.
- 3) Received request to remove a No Parking sign in front of a house and an old utility pole which no longer has any lines on it along the back of the property. Reviewed request: parking restriction required to allow room for school buses and garbage trucks to turn around (house is on the end of a street without a cul-de-sac). Currently verifying owner of

- the pole, believed to be Ameren about its removal. Confirmed Ameren owned pole and contacted them about removal; also provided contact info to resident. Resident indicated school buses no longer use her street (child no longer school age) and garbage trucks use alley. Discussed further with internal staff on sign and confirmed that parking restriction needed to allow garbage trucks to turn from the alley. Staff to replace existing faded sign.
- 4) Received request to allow parking along the south side of Westport Court. Reviewed current restrictions and signing. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking changes. Feedback received in favor of allowing additional parking. Signs scheduled to be installed on or after May 3; no additional comments received to date. Continuing to monitor until September 30, 2018. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed January, 2019.**
 - 5) Received request from multiple residents along the 1300 and 1400 blocks of Oak Street to restrict parking with a Tow Away Zone on both sides of the street from 6 am to 6 pm, Monday through Friday. Letters being developed to be delivered to neighborhood requesting feedback on proposed parking ban. Results returned with enough votes to put in the requested parking ban. However, some of the comments against the parking ban indicated a significant hardship (i.e., at least one house without a driveway who needs to be able to park in the street). We are working to contact these individuals to discuss potential options. Implemented requested parking ban on July 17, continuing to monitor until October 30, 2018. Immediately following change, received minor complaints that were able to be resolved. No additional complaints or comments received. City Code will be updated to reflect changes. Item considered closed. **Code Change proposed January, 2019.**
 - 6) Received request for handicap spot on 1200 block of Oak Street. Waiting to receive supporting documentation of plaque or license plate from requestor.
 - 7) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.
 - 8) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Warford, can be worrisome turning from Watford onto Oakland and being overtaken. Request reduction from 40 mph to 30 mph. Completed field check. There is a hill to the east of Watford limiting the view of the intersection from westbound Oakland. There is also an existing "intersection warning" sign with a 30 mph plaque. Could consider speed reduction, but would need speed study. 85th percentile likely closer to 40 mph than 30 mph. Will gather speed data and review crash data.
 - 9) Received request for increased pedestrian warnings at US 51 (Madison) and Front Street. To be reviewed following completion of Front Street work and likely referred to IDOT for consideration. May modify crosswalks with new ADA ramps.
 - 10) Received request for clearly marked drop-off at the Arena on US 51 (Madison). To be reviewed and responded to but likely unable to provide due to moving lanes of traffic and IDOT jurisdiction. Passenger loading and unloading zone is currently posted on Front Street west of Madison.

- 11) Received request for crosswalk warnings at East and Locust for crossing from BCPA to/from north parking lot. To be reviewed and responded to after updating crosswalk policy.
- 12) Received request to relocate “CT” to Front Street by Arena. Need to contact submitter and clarify.
- 13) Received four coordinated requests for an all-way stop or other pedestrian warning enhancements at Stone Mountain and College for pedestrians walking north and south to/from Tipton Park. Due to close proximity to Northpoint Elementary School, will be reviewed and data collected when school resumes in the fall. Traffic counting completed. Traffic signal warrants not met. All-way stop warrants not met. Sent work order to mark crosswalk across College and install pedestrian warning signs at the crosswalk and in advance. Crosswalk has been marked. **Verified warning signs have been installed. Need to evaluate sign indicating school crossing is further west at the school.**
- 14) Received complaint about truck traffic on Fort Jesse Road. Need to review.
- 15) Received request for traffic signals at Fort Jesse Road and Airport Road. Intersection currently 4-way stop with plans to signalize in near future. Traffic counting and data collection completed. Need to review signal warrants.
- 16) Received complaint of speeding and request for “Children at Play” signs on Gill Street at pass-through-cul-de-sac west of Airport. Need to evaluate “Yield” sign usage for clarity.
- 17) Received complaint of Park Drive on Chestnut being blocked by park traffic. Need to contact resident and clarify concern.
- 18) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Need to gather speed and traffic volume data and compare to Traffic calming policy.
- 19) Received request for traffic calming on Gloucester Circle between Hersey and Dover. Collected speed and traffic volume data. Does not qualify for traffic calming under Traffic Calming Policy (excessing speeding threshold not met).
- 20) Received request for traffic calming on W. Oakland between Livingston and Euclid. Need to gather speed and traffic volume data and compare to Traffic calming policy.
- 21) Received request to add flashing yellow arrows at Emerson and Towanda due to confusion of eastbound left turn drivers and non-90 degree angle of intersection. Contacted requester and indicated flashing yellow arrows are beginning to be incorporated as other signal maintenance work is completed at an intersection. This particular location will be reviewed closer due to unique geometry for higher priority of flashing yellow arrow implementation.
- 22) Received report of missing no parking sign at McGregor and Oakland. Need to visit site and review.

- 23) Received report of defaced handicapped parking sign on University. Visited site, graffiti cleaned from sign. Need to complete work order for replacement of faded parking sign at same location.
- 24) Received request to remove school zone on southbound Center Street by Thornton's for Corpus Christi is no longer needed due to school closing. Need to confirm if this zone was just for Corpus Christi and not also Bent Elementary.
- 25) Received request for school crossing sign added at Washington and Darrah. Need to determine which intersection leg is being requested and evaluate request.
- 26) Received concern about an increase in collisions on GE Road between Golden Eagle and Towanda Barnes Road. Need to pull accident data, review for trends and evaluate options.
- 27) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 28) Received request for stop or yield sign at Ark Dr. and Matthew Dr. ("Tee" intersection). Need to visit site and review.
- 29) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 30) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review.
- 31) Received complaint of out of town school buses parking and blocking alley behind Elmwood Road and the BHS football/baseball fields during school sports activities. Need to visit site and review.
- 32) Received complaint about new power poles at Hershey and Jumer causing a sight obstruction. Visited site to review. Contacted Ameren to discuss poles. Ameren agreed at least one of the poles may not be necessary; they are reviewing internally.
- 33) Received request for street light at College and Stone Mountain. Evaluating options to add a street light to the southeast quadrant to light the south leg and the bike path crosswalk. Submitted request to Ameren for an estimate to install.
- 34) Received request for additional school zone signage around Corpus Christi School. Need to visit site and review current signage. **Contacted school to schedule a meeting with the Principal to discuss further.**
- 35) Received complaint of speeding on GE Road between Towanda Barnes and Airport Road with numerous accidents on a consistent basis. Request study of adding traffic signals and/or stop signs. Contacted and will gather speeding and crash data.
- 36) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Need to visit site and evaluate.

- 37) Received complaint of stop sign obstructed by a tree limb at westbound Raspberry and Woodbine. Need to evaluate and coordinate with Parks Dept. for trimming.
- 38) Received notification of missing No Parking signs on S. Williamsburg and Yorktown. Existing signs have severely faded. Need to visit site and replace signs as needed.
- 39) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 40) Received request for explanation on why parking not being allowed on Elmwood between Colton and Towanda. During football games many cars park on Colton, creating unsafe conditions, when they should be able to park on Elmwood. Need to research and evaluate.
- 41) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.
- 42) Received request for stop sign on Baker at Roosevelt (T intersection). Will review accident history and evaluate sight distance.
- 43) Received concern about a no parking sign at Lincoln and Main. Need to contact and determine exact concern.
- 44) Received concern about inadequate school zone signage for Corpus Christi School. Requested multiple blinking lights. Complained of cars extending out onto Lincoln during pickup and drop-offs. Need to visit site and review school zone signage and discuss modifications to drop-off and pickup routing on school site with school.
Contacted school to schedule a meeting with the Principal to discuss further.
- 45) Received concern about parking availability in neighborhoods surrounding Sarah Raymond School during school drop-off, pickup, and special events. Need to evaluate parking in area and discuss with school.
- 46) Received concern about speeding and stop sign running in neighborhoods surrounding Corpus Christi School during school drop-off and pickup to avoid all-way stop at Lincoln and Mercer. Need to discuss modifications to drop-off and pickup routing on school site with school. **Contacted school to schedule a meeting with the Principal to discuss further.**
- 47) Received concern about number of crashes at Lee and MacArthur. We have been attempting several ways over last several years to reduce crashes at this intersection. We continue to look for new solutions.
- 48) Received request for school crossing guard at Irving.
- 49) Received request for curb painting at Summerfield and Hershey.
- 50) Received multiple requests for arrows to be painted on Evans Street indicating direction of travel. Currently exploring options to better control wrong-way traffic.

- 51) Received complaint of cars not stopping for stopped school bus at Harvest Pointe and Dry Sage Circle. Request 4-way stop, reduced speed limit or Children at Play sign. Contacted and discussed issues with submitter. There are several repeat offenders. Encouraged them to contact the school to request the bus driver submit a report of failure to stop when it occurs. Encouraged them to take photos and document and submit to the police department for enforcement. Contacting the school district to inquire about revising bus pickup locations to eliminate the need for children to cross Harvest Pointe. Need to research posted 35 mph speed limit on Harvest Pointe.
- 52) Received request for stop sign at corner of Sugarberry and Winterberry in the Grove ("T" intersection). Need to evaluate and complete work order if sign is warranted.
- 53) Received request for street light on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 54) Received request for handicap markings to be repainted on Clayton at 314 E. Grove Street following resurfacing. Unable to complete this year due to weather, but will repaint in spring.
- 55) Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the candy plant. An employee inadvertently pulled onto Beich and was involved in a collision. The interstate presents an optical distraction. Need to review crash data and potentially gather speed data. Posted speed on this rural road is currently 45 mph. **Contacted requestor for additional information. Contacted IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate.**
- 56) Received request to consider changing speed limit on Streid Drive and Oakland between Hershey and Streid to reduce the speed of vehicles on these roads. Speed data currently being gathered and analyzed.
- 57) Received notification of missing End School Zone sign on westbound Washington at Washington School. **Visited site and verified missed sign. Completed work order for replacement. Item Considered Closed.**
- 58) Received request for removal of handicap parking spot on 700 block of N. McLean due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 59) Received request for One Way and Do Not Enter signs at Jackson and Four Seasons. **Met with owner of this private intersection open to the public to identify MUTCD compliant signs to be updated/installed.**
- 60) Received notification of missing No Parking sign on east side of East Street north of Empire. **Completed work order for replacement. Item Considered Closed.**
- 61) Received notification of missing street name sign at East Street and Empire. Need to verify and complete work order for replacement.

- 62) Received request for removal of handicap parking spot on 600 block of W. Chestnut due to person no longer there. Need to verify, complete work order for removal, and update City Code.
- 63) Received request for stop or yield signs at Matlock and Dorset Ct., Matlock and Yorkshire Ct., and Matlock and Cumbria Dr. Need to evaluate and complete work order if signs are warranted.
- 64) **NEW:** Received several complaints about interim pavement markings at Southbound Fairway and Empire. Informed that weather prevented completion of the resurfacing work on Fairway and that interim pavement markings will be placed by the Contractor as soon as weather allows. Item considered closed.
- 65) **NEW:** Received request to remove “End of School Speed Zone” signage on Center Street between Mulberry and Locust since Central Catholic moved many years ago and signs are no longer needed. Reviewed location: signage remained after the High School moved due to Corpus Christi school on the west half of this block. Will contact school and verify whether any school functions needing the school speed zone are still being held at Corpus Christi. Contacted school to schedule a meeting with the Principal to discuss further.
- 66) **NEW:** Received report of malfunctioning traffic signal at Market and Walton Drive. Contacted electricians to check equipment.

3. STAFF RECOMMENDATION:

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

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
January 15, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2018-02	Funding Mechanisms for Transportation Projects	City Council
REQUEST:	Approval of a four cent per gallon increase in Local Motor Fuel Tax to a total tax of eight cents per gallon.	

STAFF RECOMMENDATION: Approval
Staff recommendation will be made at a later date.

1. ATTACHMENTS:

a. PASER Asphalt Roads Manual

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

Commissioners are encouraged to review the information provided on this topic at the March and August, 2018 meetings and associated meeting minutes.

The City uses a pavement rating system to monitor the conditional of our streets. Streets are driven and the pavement is assigned a value between 10 (excellent) and 1 (Failed). This system is based upon the Pavement Surface Evaluation and Rating (PASER) System developed by the Transportation Information Center of the University of Wisconsin – Madison. For reference and additional information, the Hot-Mix Asphalt Manual is attached. While we in practice have assigned the ratings slightly different from the official PASER descriptions (e.g. we rate a new overlay as a 10 rather than a 9), the photos and descriptions provided in the Manual should generally convey what pavement condition is associated with a given rating.

Since discussing this item with the Commission in August, 2018, City Staff has been compiling updated data on the maintenance work completed over the last several years. This will help to establish a baseline of where we are currently operating to help guide the discussion moving forward. As a result of this analysis, we have developed an updated Hot Mix Asphalt Aging Table to show how we expect the average street to progress through the various ratings (10 through 1 as discussed above). The pale yellow “Years” rows indicates the number of years that a pavement can be expected to remain at a given rating. The year ranges in the white boxes to the right indicated the years past resurfacing that the pavement will be at that rating. For example, under the old table, an average City Arterial could be expected to drop from a 5 Rating to a 4 Rating about 12 years after resurfacing. It would then be expected to drop to a 3 Rating, 14 years after the resurfacing. In Figure 1 below is the previous HMA Aging Table:

City of Bloomington, Illinois
HMA - Hot Mix Asphalt Aging Table

OLD

CITY ARTERIALS						10 to 12 yrs	12 to 14 yrs	14 to 17 yrs	17 to 21 yrs
YEARS	3	2	2	2	1	2	2	3	4
RATING	10	9	8	7	6	5	4	3	2
CITY COLLECTORS						12 to 15 yrs	15 to 18 yrs	18 to 22 yrs	22 to 27 yrs
YEARS	3	3	2	2	2	3	3	4	5
RATING	10	9	8	7	6	5	4	3	2
CITY STREETS						15 to 18 yrs	18 to 22 yrs	22 to 27 yrs	27 to 32 yrs
YEARS	4	3	3	3	2	3	4	5	5
RATING	10	9	8	7	6	5	4	3	2
ALLEYS						18 to 21 yrs	21 to 25 yrs	25 to 30 yrs	30 to 36 yrs
YEARS	4	4	4	3	3	3	4	5	6
RATING	10	9	8	7	6	5	4	3	2

Figure 1: Previous HMA Aging Table

As indicated above, this table has been updated to reflect the switch to Stone Matrix Asphalt (which typically has a longer life-cycle) for most paving work, application of J-Band on the paving joints, and the addition of pavement preservation work such as the applications of Reclamite and CRF. All of these changes increase the life cycle for the pavement. In Figure 2 below is the updated HMA Aging Table:

City of Bloomington, Illinois
HMA - Hot Mix Asphalt Aging Table
Utilizing SMA & Pavement Preservation

Jan. 2019

CITY ARTERIALS						12 to 15 yrs	15 to 20 yrs	20 to 26 yrs	26 to 31 yrs
YEARS	3	2	2	3	3	3	5	6	4
RATING	10	9	8	7	6	5	4	3	2
CITY COLLECTORS						15 to 19 yrs	19 to 25 yrs	25 to 31 yrs	31 to 35 yrs
YEARS	3	3	3	3	3	4	6	6	4
RATING	10	9	8	7	6	5	4	3	2
CITY STREETS						18 to 23 yrs	23 to 28 yrs	28 to 36 yrs	36 to 40 yrs
YEARS	4	4	4	4	4	5	5	6	4
RATING	10	9	8	7	6	5	4	3	2
ALLEYS						21 to 25 yrs	25 to 32 yrs	32 to 42 yrs	42 to 50 yrs
YEARS	5	4	4	4	4	4	7	10	8
RATING	10	9	8	7	6	5	4	3	2

Figure 2: Updated HMA Aging Table

At the initial discussion in March, 2018, we discussed an oversimplified way to illustrate these impacts is to compare the length of time required to resurface the entire City Street system. The City currently has approximately 324 centerline miles. At currently funding levels, we are able to resurface about 4.9 centerline miles each year, resulting in it taking 66 years to resurface all the City Streets. Even after leveraging newer techniques and materials to extend the life of the pavement, it's clear that there is still a gap between the resurfacing interval under current funding and the time it takes for a pavement to deteriorate to an unacceptable level.

The next steps for Staff will be to begin calculating scenarios showing potential costs to maintain certain ratings for the streets, identifying ways to provide lower levels of service with current funding, and determine potential sources of additional funding. To help with this effort, we are evaluating utilizing a GIS based software from Infrastructure Solution Inc. to help verify our funding needs and generate scenarios for comparison.

3. STAFF RECOMMENDATION:

Staff recommendation will be made at a later date.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

PASER Asphalt Roads Manual

RATING
10



RATING
7



RATING
4



RATING
1



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This manual is intended to assist local officials in understanding and rating the surface condition of asphalt pavement. It describes types of defects and provides a simple system to visually rate pavement condition. The rating procedure can be used as condition data for the Wisconsin DOT local road inventory and as part of a computerized pavement management system like PASERWARE.

The PASER system described here and in other T.I.C. publications is based in part on a roadway management system originally developed by Phil Scherer, transportation planner, Northwest Wisconsin Regional Planning Commission.

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Printed on recycled paper.

Pavement Surface Evaluation and Rating

PASER Manual

Asphalt Roads

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Pavement Surface Evaluation and Rating

Asphalt PASER Manual

A local highway agency's major goal is to use public funds to provide a comfortable, safe and economical road surface—no simple task. It requires balancing priorities and making difficult decisions in order to manage pavements. Local rural and small city pavements are often managed informally, based on the staff's judgment and experience. While this process is both important and functional, using a slightly more formalized technique can make it easier to manage pavements effectively.

Experience has shown that there are three especially useful steps in managing local roads:

1. Inventory all local roads and streets.
2. Periodically evaluate the condition of all pavements.
3. Use the condition evaluations to set priorities for projects and select alternative treatments.

A comprehensive pavement management system involves collecting data and assessing several road characteristics: roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection). Planners can combine this condition data with economic analysis to develop short-range and long-range plans for a variety of budget levels. However, many local agencies lack the resources for such a full-scale system.

Since surface condition is the most vital element in any pavement management system, local agencies can use the simplified rating system presented in this ***Asphalt PASER Manual*** to evaluate their roads. The PASER ratings combined with other inventory data (width, length, shoulder, pavement type, etc.) from the WisDOT local roads inventory (WISLR) can be very helpful in planning future budgets and priorities.

WISLR inventory information and PASER ratings can be used in a computerized pavement management system, PASERWARE, developed by the T.I.C and WisDOT. Local officials can use PASERWARE to evaluate whether their annual road budgets are adequate to maintain or improve current road conditions and to select the most cost-effective strategies and priorities for annual projects.

PASER Manuals for gravel, concrete, and other road surfaces, with compatible rating systems are also available (page 29). Together they make a comprehensive condition rating method for all road types. PASER ratings are accepted for WISLR condition data.

Asphalt pavement distress

PASER uses visual inspection to evaluate pavement surface conditions. The key to a useful evaluation is identifying different types of pavement distress and linking them to a cause. Understanding the cause for current conditions is extremely important in selecting an appropriate maintenance or rehabilitation technique.

There are four major categories of common asphalt pavement surface distress:

Surface defects

Raveling, flushing, polishing.

Surface deformation

Rutting, distortion—rippling and shoving, settling, frost heave.

Cracks

Transverse, reflection, slippage, longitudinal, block, and alligator cracks.

Patches and potholes

Deterioration has two general causes: environmental due to weathering and aging, and structural caused by repeated traffic loadings.

Obviously, most pavement deterioration results from both environmental and structural causes. However, it is important to try to distinguish between the two in order to select the most effective rehabilitation techniques.

The rate at which pavement deteriorates depends on its environment, traffic loading conditions, original construction quality, and interim maintenance procedures. Poor quality materials or poor construction procedures can significantly reduce the life of a pavement. As a result, two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others. On the other hand, timely and effective maintenance can extend a pavement's life. Crack sealing and seal coating can reduce the effect of moisture in aging of asphalt pavement.

With all of these variables, it is easy to see why pavements deteriorate at various rates and why we find them in various stages of disrepair. Recognizing defects and understanding their causes helps us rate pavement condition and select cost-effective repairs. The pavement defects shown on the following pages provide a background for this process.

Periodic inspection is necessary to provide current and useful evaluation data. It is recommended that PASER ratings be updated every two years, and an annual update is even better.

SURFACE DEFECTS

Raveling

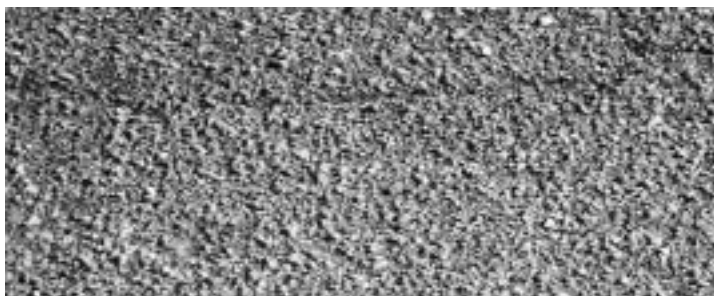
Raveling is progressive loss of pavement material from the surface downward, caused by: stripping of the bituminous film from the aggregate, asphalt hardening due to aging, poor compaction especially in cold weather construction, or insufficient asphalt content. Slight to moderate raveling has loss of fines. Severe raveling has loss of coarse aggregate. Raveling in the wheelpaths can be accelerated by traffic. Protect pavement surfaces from the environment with a sealcoat or a thin overlay if additional strength is required.

Flushing

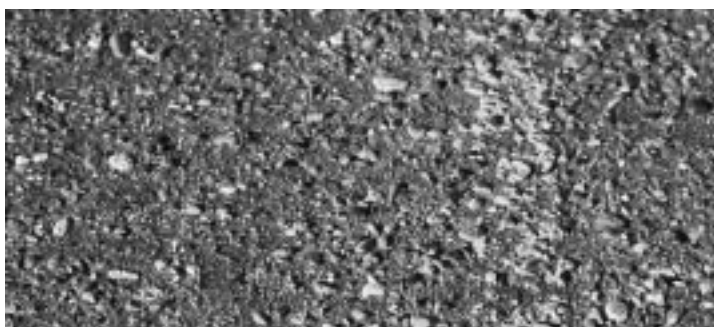
Flushing is excess asphalt on the surface caused by a poor initial asphalt mix design or by paving or sealcoating over a flushed surface. Repair by blotting with sand or by overlaying with properly designed asphalt mix.

Polishing

Polishing is a smooth slippery surface caused by traffic wearing off sharp edges of aggregates. Repair with sealcoat or thin bituminous overlay using skid-resistant aggregate.



◀ Slight raveling. Small aggregate particles have worn away exposing tops of large aggregate.



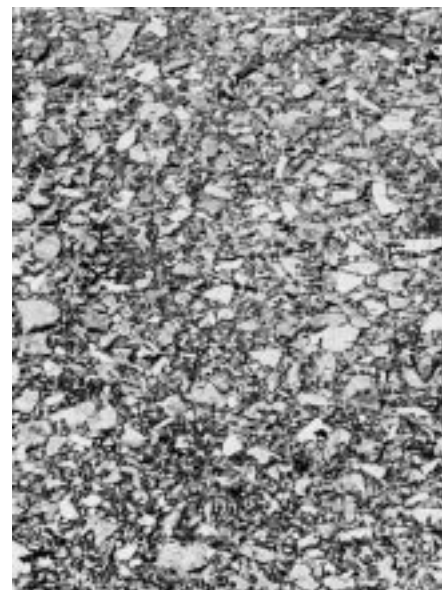
◀ Moderate to severe raveling. Erosion further exposes large aggregate.



◀ Severe raveling and loss of surface material.

Polished, worn aggregate needs repair. ▼

► Flushing. Dark patches show where asphalt has worked to surface.



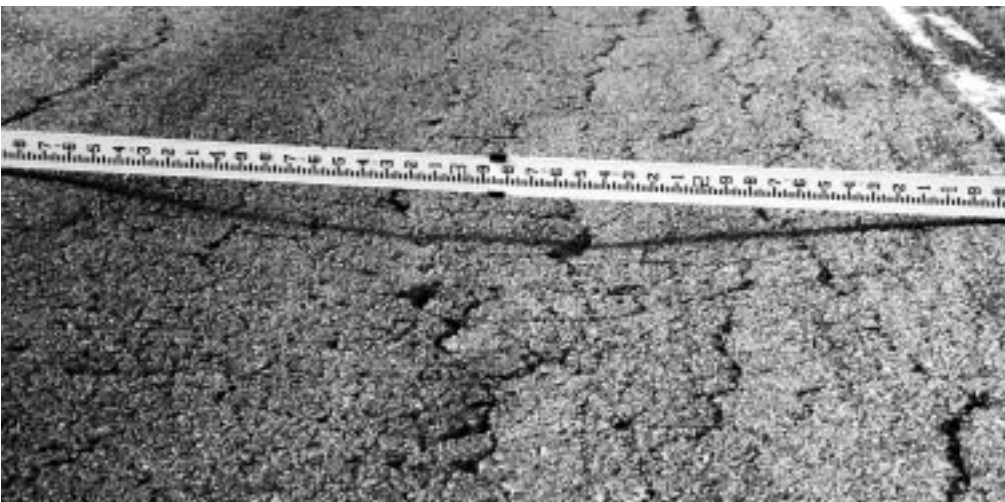
SURFACE DEFORMATION*Rutting*

Rutting is displacement of material, creating channels in wheelpaths. It is caused by traffic compaction or displacement of unstable material. Severe rutting (over 2") may be caused by base or subgrade consolidation. Repair minor rutting with overlays. Severe rutting requires milling the old surface or reconstructing the roadbed before resurfacing.

◀ Even slight rutting is evident after a rain.



◀ Severe rutting over 2" caused by poor mix design.



◀ Severe rutting caused by poor base or subgrade.

Distortion

Shoving or rippling is surfacing material displaced crossways to the direction of traffic. It can develop into washboarding when the asphalt mixture is unstable because of poor quality aggregate or improper mix design. Repair by milling smooth and overlaying with stable asphalt mix.

Other pavement distortions may be caused by settling, frost heave, etc. Patching may provide temporary repair. Permanent correction usually involves removal of unsuitable subgrade material and reconstruction.

▼ Heavy traffic has shoved pavement into washboard ripples and bumps.



► Severe settling from utility trench.



► Frost heave damage from spring break-up.

▼ Widely spaced, well-sealed cracks.

**CRACKS***Transverse cracks*

A crack at approximately right angles to the center line is a transverse crack. They are often regularly spaced. The cause is movement due to temperature changes and hardening of the asphalt with aging.

Transverse cracks will initially be widely spaced (over 50'). Additional cracking will occur with aging until they are closely spaced (within several feet). These usually begin as hairline or very narrow cracks; with aging they widen. If not properly sealed and maintained, secondary or multiple cracks develop parallel to the initial crack. The crack edges can further deteriorate by raveling and eroding the adjacent pavement.

Prevent water intrusion and damage by sealing cracks which are more than 1/4" wide.

◀ Sealed cracks,
a few feet
apart.



▲ Tight cracks less than 1/4" in width.



▲ Open crack – 1/2" or more in width.



▲ Water enters unsealed cracks softening pavement and causing secondary cracks.



▲ Pavement ravels and erodes along open cracks causing deterioration.

Reflection cracks

Cracks in overlays reflect the crack pattern in the pavement underneath. They are difficult to prevent and correct. Thick overlays or reconstruction is usually required.

►
Concrete joints
reflected through
bituminous
overlay.



Slippage cracks

Crescent or rounded cracks in the direction of traffic, caused by slippage between an overlay and an underlying pavement. Slippage is most likely to occur at intersections where traffic is stopping and starting. Repair by removing the top surface and resurfacing using a tack coat.

►
Crescent-
shaped cracks
characteristic
of slippage.



►
Loss of
bond between
pavement layers
allows traffic
to break loose
pieces of surface.



Centerline crack
(still tight). ▶



Edge cracking
from weakened
subbase and
traffic loads. ▼



Longitudinal cracks

Cracks running in the direction of traffic are longitudinal cracks. Center line or lane cracks are caused by inadequate bonding during construction or reflect cracks in underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action. Cracks usually start as hairline or vary narrow and widen and erode with age. Without crack filling, they can ravel, develop multiple cracks, and become wide enough to require patching.

Filling and sealing cracks will reduce moisture penetration and prevent further subgrade weakening. Multiple longitudinal cracks in the wheel path or pavement edge indicate a need for strengthening with an overlay or reconstruction.

▶
First stage
of wheelpath
cracking caused by
heavy traffic loads.



Load-related cracks
in wheel path plus
centerline cracking. ▼



Multiple open
cracks at center
line, wheelpaths
and lane center. ▼



Block cracks

Block cracking is interconnected cracks forming large blocks. Cracks usually intersect at nearly right angles. Blocks may range from one foot to approximately 10' or more across. The closer spacing indicates more advanced aging caused by shrinking and hardening of the asphalt over time. Repair with sealcoating during early stages to reduce weathering of the asphalt. Overlay or reconstruction required in the advanced stages.

►
**Large blocks,
approximately
10' across.**



►
**Intermediate-size
block cracking,
1'-5' across with
open cracks.**



▲ **Extensive block
cracking in an
irregular pattern.**

►
**Severe block
cracking – 1' or
smaller blocks.
Tight cracks with
no raveling.**





Alligator cracks

Interconnected cracks forming small pieces ranging in size from about 1" to 6". This is caused by failure of the surfacing due to traffic loading (fatigue) and very often also due to inadequate base or subgrade support. Repair by excavating localized areas and replacing base and surface. Large areas require reconstruction. Improvements in drainage may often be required.

◀
Alligator crack pattern. Tight cracks and one patch.



◀
Characteristic "chicken wire" crack pattern shows smaller pavement pieces and patching.



◀
Open raveled alligator cracking with settlement along lane edge most likely due to very soft subgrade.

PATCHES AND POTHOLES

Patches

Original surface repaired with new asphalt patch material. This indicates a pavement defect or utility excavation which has been repaired. Patches with cracking, settlement or distortions indicate underlying causes still remain. Recycling or reconstruction are required when extensive patching shows distress.

►
**Typical repair of
utility excavation.
Patch in fair to
good condition.**



►
**Edge wedging.
Pavement edges
strengthened
with wedges of
asphalt. Patch is
in very good
condition.**



►
**Extensive
patching in
very poor
condition.**





Potholes

Holes and loss of pavement material caused by traffic loading, fatigue and inadequate strength. Often combined with poor drainage. Repair by excavating or rebuilding localized potholes. Reconstruction required for extensive defects.

◀
**Small pothole
where top course
has broken away.**



◀
**Multiple potholes
show pavement
failure, probably
due to poor
subgrade soils,
frost heave, and
bad drainage.**



◀
**Large, isolated
pothole, extends
through base.
Note adjacent
alligator cracks
which commonly
deteriorate into
potholes.**

Rating pavement surface condition

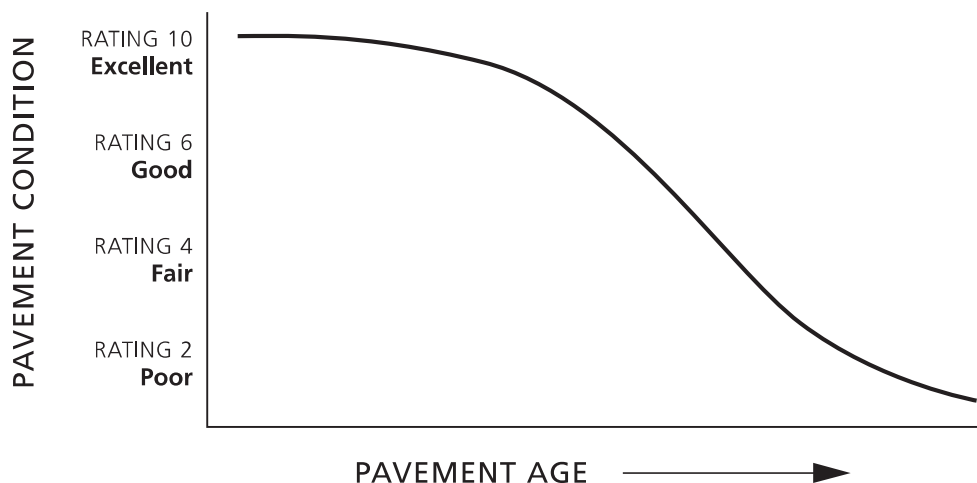
With an understanding of surface distress, you can evaluate and rate asphalt pavement surfaces. The rating scale ranges from **10–excellent** condition to **1–failed**. Most pavements will deteriorate through the phases listed in the rating scale. The time it takes to go from excellent condition (10) to complete failure (1) depends largely on the quality of the original construction and the amount of heavy traffic loading.

Once significant deterioration begins, it is common to see pavement decline rapidly. This is usually due to a combination of loading and the effects of additional moisture. As a pavement ages and additional cracking develops, more moisture can enter the pavement and accelerate the rate of deterioration.

Look at the photographs in this section to become familiar with the descriptions of the individual rating categories. To evaluate an individual pavement segment, first determine its general condition. Is it relatively new,

toward the top end of the scale? In very poor condition and at the bottom of the scale? Or somewhere in between? Next, think generally about the appropriate maintenance method. Use the rating categories outlined below.

Finally, review the individual pavement distress and select the appropriate surface rating. Individual pavements will **not** have all of the types of distress listed for any particular rating. They may have only one or two types.



In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This feature of the rating system facilitates its use and enhances its value as a tool in ongoing road maintenance.

RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

Rating 9 & 10	No maintenance required
Rating 8	Little or no maintenance
Rating 7	Routine maintenance, cracksealing and minor patching
Rating 5 & 6	Preservative treatments (sealcoating)
Rating 3 & 4	Structural improvement and leveling (overlay or recycling)
Rating 1 & 2	Reconstruction

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"–1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

RATING 10 & 9

EXCELLENT — No maintenance required

Newly constructed or recently overlaid roads are in excellent condition and require no maintenance.

►
RATING 10
New construction.



►
RATING 9
Recent
overlay,
rural.



►
RATING 9
Recent
overlay,
urban.



**RATING 8****VERY GOOD —****Little or no maintenance required**

This category includes roads which have been recently sealcoated or overlaid with new cold mix. It also includes recently constructed or overlaid roads which may show longitudinal or transverse cracks. All cracks are tight or sealed.



**Recent
chip seal.**



**Recent
slurry seal.**

**▼ Widely spaced,
sealed cracks.**



▲ New cold mix surface.



RATING 7

GOOD —

Routine sealing recommended

Roads show first signs of aging, and they may have very slight raveling. Any longitudinal cracks are along paving joint. Transverse cracks may be approximately 10' or more apart. All cracks are 1/4" or less, with little or no crack erosion. Few if any patches, all in very good condition. Maintain a crack sealing program.

►
Tight and sealed
transverse and
longitudinal cracks.
Maintain crack
sealing program.



►
Tight and sealed
transverse and
longitudinal cracks.



►
Transverse cracks
about 10' or more
apart. Maintain crack
sealing program.





RATING 6

GOOD —

Consider preservative treatment

Roads are in sound structural condition but show definite signs of aging. Seal-coating could extend their useful life. There may be slight surface raveling. Transverse cracks can be frequent, less than 10' apart. Cracks may be 1/4–1/2" and sealed or open. Pavement is generally sound adjacent to cracks. First signs of block cracking may be evident. May have slight or moderate bleeding or polishing. Patches are in good condition.



Slight surface raveling with tight cracks, less than 10' apart.



Transverse cracking less than 10' apart; cracks well-sealed.



▼ **Large blocks, early signs of raveling and block cracking.**



▼ **Open crack, 1/2" wide; adjoining pavement sound.**



▼ **Moderate flushing.**



RATING 5

FAIR —

Preservative maintenance treatment required

Roads are still in good structural condition but clearly need sealcoating or overlay. They may have moderate to severe surface raveling with significant loss of aggregate. First signs of longitudinal cracks near the edge. First signs of raveling along cracks. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Any patches or edge wedges are in good condition.

▼ Block cracking with open cracks.



► Moderate to severe raveling in wheel paths.



▼ Severe flushing.



▲ Wedges and patches extensive but in good condition.

Severe raveling with
▼ extreme loss of aggregate.



Load cracking and slight
▼ rutting in wheel path.



RATING 4

FAIR —

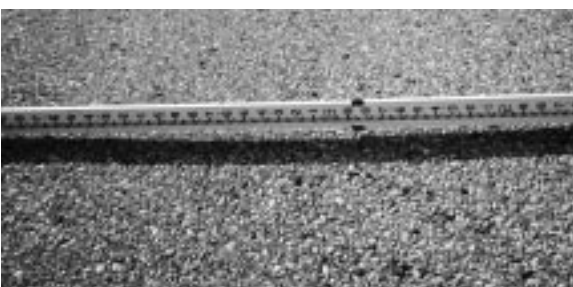
Structural improvement required

Roads show first signs of needing strengthening by overlay. They have very severe surface raveling which should no longer be sealed. First longitudinal cracking in wheel path. Many transverse cracks and some may be raveling slightly. Over 50% of the surface may have block cracking. Patches are in fair condition. They may have rutting less than 1/2" deep or slight distortion.

◀ Longitudinal cracking;
early load-related
distress in wheel path.
Strengthening needed.



▼ Slight rutting; patch
in good condition.



▼ Extensive block cracking.
Blocks tight and sound.
◀ Slight rutting in
wheel path.

RATING 3

POOR—

Structural improvement required

Roads must be strengthened with a structural overlay (2" or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting (1-2") and occasional potholes.

► Many wide and raveled cracks indicate need for milling and overlay.



► 2" ruts need mill and overlay.



► Open and raveled block cracks.



**RATING 3**

POOR — (continued)

Structural improvement required

◀ Alligator cracking.
Edge needs repair
and drainage needs
improvement prior
to rehabilitation.

▼ Distortion with patches
in poor condition. Repair
and overlay.



RATING 2

VERY POOR— Reconstruction required

Roads are severely deteriorated and need reconstruction. Surface pulverization and additional base may be cost-effective. These roads have more than 25% alligator cracking, severe distortion or rutting, as well as potholes or extensive patches in poor condition.

►
Extensive alligator
cracking. Pulverize
and rebuild.



▲ Severe rutting.
Strengthen base and reconstruct.

▲ Patches in poor
condition, wheelpath
rutting. Pulverize,
strengthen and
reconstruct.



►
Severe
frost damage.
Reconstruct.

**RATING 1****FAILED —
Reconstruction required**

Roads have failed, showing severe distress and extensive loss of surface integrity.



Potholes from frost damage. Reconstruct.



Potholes and severe alligator cracking. Failed pavement. Reconstruct.



Extensive loss of surface. Rebuild.

Practical advice on rating roads

Inventory and field inspection

Most agencies routinely observe roadway conditions as a part of their normal work and travel. However, an actual inspection means looking at the entire roadway system as a whole and preparing a written summary of conditions. This inspection has many benefits over casual observations. It can be helpful to compare segments, and ratings decisions are likely to be more consistent because the roadway system is considered as a whole within a relatively short time.

An inspection also encourages a review of specific conditions important in roadway maintenance, such as drainage, adequate strength, and safety.

A simple written inventory is useful in making decisions where other people are involved. You do not have to trust your memory, and you can usually answer questions in more detail. Having a written record and objective information also improves your credibility with the public.

Finally, a written inventory is very useful in documenting changing roadway conditions. Without records over several years it is impossible to know if road conditions are improving, holding their own, or declining.

Annual budgets and long range planning are best done when based on actual needs as documented with a written inventory.

The Wisconsin DOT local road inventory (WISLR) is a valuable resource for managing your local roads. Adding PASER surface condition ratings is an important improvement.

Averaging and comparing sections

For evaluation, divide the local road system into individual segments which are similar in construction and condition. Rural segments may vary from

1/2 mile to a mile long, while sections in urban areas will likely be 1-4 blocks long or more. If you are starting with the WISLR Inventory, the segments have already been established. You may want to review them for consistent road conditions.

Obviously, no roadway segment is entirely consistent. Also, surfaces in one section will not have all of the types of distress listed for any particular rating. They may have only one or two types. Therefore, some averaging is necessary.

The objective is to rate the condition that represents the majority of the roadway. Small or isolated conditions should not influence the rating. It is useful to note these special conditions on the inventory form so this information can be used in planning specific improvement projects. For example, some spot repairs may be required.

Occasionally surface conditions vary significantly within a segment. For example, short sections of good condition may be followed by sections of poor surface conditions. In these cases, it is best to rate the segment according to the worst conditions and note the variation on the form.

The overall purpose of condition rating is to be able to compare each

segment relative to all the other segments in your roadway system. On completion you should be able to look at any two pavement segments and find that the better surface has a higher rating.

Within a given rating, say 6, not all pavements will be exactly the same. However, they should all be considered to be in better condition than those with lower ratings, say 5. Sometimes it is helpful in rating a difficult segment to compare it to other previously rated segments. For example, if it is better than one you rated 5 and worse than a typical 7, then a rating of 6 is appropriate. Having all pavement segments rated in the proper relative order is most important and useful.

Assessing drainage conditions

Moisture and poor pavement drainage are significant factors in pavement deterioration. Some assessment of drainage conditions during pavement rating is highly recommended. While you should review drainage in detail at the project level, at this stage simply include an overview drainage evaluation at the same time as you evaluate surface condition.



Urban drainage.
RATING:
Excellent

Good rural ditch and driveway culvert. Culvert end needs cleaning.

RATING: Good



High shoulder and no ditch lead to pavement damage. Needs major ditch improvement for a short distance.

RATING: Fair



No drainage leads to failed pavement.

RATING: Poor



Consider both pavement surface drainage and lateral drainage (ditches or storm sewers). Pavement should be able to quickly shed water off the surface into the lateral ditches. Ditches should be large and deep enough to drain the pavement and remove the surface water efficiently into adjacent waterways.

Look at the roadway crown and check for low surface areas that permit ponding. Paved surfaces should have approximately a 2% cross slope or crown across the roadway. This will provide approximately 3" of fall on a 12' traffic lane. Shoulders should have a greater slope to improve surface drainage.

A pavement's ability to carry heavy traffic loads depends on both the pavement materials (asphalt surfacing and granular base) and the strength of the underlying soils. Most soils lose strength when they are very wet. Therefore, it is important to provide drainage to the top layer of the subgrade supporting the pavement structure.

In rural areas, drainage is provided most economically by open ditches that allow soil moisture to drain laterally. As a rule of thumb, the bottom of the ditch ought to be at least one foot below the base course of the pavement in order to drain the soils. This means that minimum ditch depth should be about 2' below the center of the pavement. Deeper ditches, of course, are required to accommodate roadway culverts and maintain the flow line to adjacent drainage channels or streams.

You should also check culverts and storm drain systems. Storm drainage systems that are silted in, have a large accumulation of debris, or are in poor structural condition will also degrade pavement performance.

The T.I.C. publication, *Drainage Manual: Local Road Assessment and Improvement*, describes the elements of drainage systems, depicts them in detailed photographs, and explains how to rate their condition. Copies are available from the Transportation Information Center.

Planning annual maintenance and repair budgets

We have found that relating a normal maintenance or rehabilitation procedure to the surface rating scheme helps local officials use the rating system. However, an individual surface rating should not automatically dictate the final maintenance or rehabilitation technique.

You should consider future traffic projections, original construction, and

pavement strength since these may dictate a more comprehensive rehabilitation than the rating suggests. On the other hand, it may be appropriate under special conditions to do nothing and let the pavement fully deteriorate, then rebuild when funds are available.

Summary

Using local road funds most efficiently requires good planning and accurate identification of appropriate rehabili-

tation projects. Assessing roadway conditions is an essential first step in this process. This asphalt pavement surface condition rating procedure has proved effective in improving decision making and using highway funds more efficiently. It can be used directly by local officials and staff. It may be combined with additional testing and data collection in a more comprehensive pavement management system.

**Transportation
Information
Center
Publications**

Pavement Surface Evaluation and Rating (PASER) Manuals

Asphalt PASER Manual, 2002, 28 pp.

Brick and Block PASER Manual, 2001, 8 pp.

Concrete PASER Manual, 2002, 28 pp.

Gravel PASER Manual, 2002, 20 pp.

Sealcoat PASER Manual, 2000, 16 pp.

Unimproved Roads PASER Manual, 2001, 12 pp.

Drainage Manual

Local Road Assessment and Improvement, 2000, 16 pp.

SAFER Manual

Safety Evaluation for Roadways, 1996, 40 pp.

Flagger's Handbook (pocket-sized guide), 1998, 22 pp.

Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations, (pocket-sized guide), 1999, 55 pp.

Wisconsin Transportation Bulletins

- #1 Understanding and Using Asphalt
- #2 How Vehicle Loads Affect Pavement Performance
- #3 LCC—Life Cycle Cost Analysis
- #4 Road Drainage
- #5 Gravel Roads
- #6 Using Salt and Sand for Winter Road Maintenance
- #7 Signing for Local Roads
- #8 Using Weight Limits to Protect Local Roads
- #9 Pavement Markings
- #10 Seal Coating and Other Asphalt Surface Treatments
- #11 Compaction Improves Pavement Performance
- #12 Roadway Safety and Guardrail
- #13 Dust Control on Unpaved Roads
- #14 Mailbox Safety
- #15 Culverts-Proper Use and Installation
- #16 Geotextiles in Road Construction/Maintenance and Erosion Control
- #17 Managing Utility Cuts
- #18 Roadway Management and Tort Liability in Wisconsin
- #19 The Basics of a Good Road
- #20 Using Recovered Materials in Highway Construction
- #21 Setting Speed Limits on Local Roads

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
JANUARY 15, 2019**

CASE NUMBER:	SUBJECT:	ORIGINATING FROM:
TC-2019-01	Proposed Routine Changes to Chapter 2, “Administration” and Chapter 29, “Motor Vehicles and Traffic” of the Bloomington City Code	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 Section 30 of Chapter 2 (Administration) of the Bloomington City Code; and,**
- B. That City Council Approve the proposed ordinance modifying Sections 144, 145(a) (d) and (e), 147(c), 149, 150, 151, 153(a), and 192.1(a) of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.**

1. ATTACHMENTS:

- a. Proposed Ordinances**
- 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 2: Section 30:** Boards and Commissions - Enumerated
 - ii. Chapter 29: Section 144:** Intersections and Crosswalks Controlled by Traffic Signal
 - iii. Chapter 29: Section 145(a) (d) & (e):** Stop Signs
 - iv. Chapter 29: Section 147(c):** Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter
 - v. Chapter 29: Section 149:** Parking
 - vi. Chapter 29: Section 150:** Parking Prohibited During Certain Hours on Certain Streets

- vii. **Chapter 29: Section 151:** Standing or Parking During Certain Hours on Certain Streets Prohibited
- viii. **Chapter 29: Section 153(a):** Parking Spaces for Handicapped Persons on Streets, Municipally Owned Parking Lots and Private Parking Lots
- ix. **Chapter 29: Section 192.1(a):** Specific Tow Away Zones

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 9: Section 30: Boards and Commissions - Enumerated*

Modifications to Chapter 2, Section 30 add the Transportation Commission to the list of Boards and Commissions of the City of Bloomington. It appears this addition to Chapter 2 was inadvertently missed when the Transportation Commission was initially created and added to Chapter 29.

2. *Chapter 29: Section 144: Intersections and Crosswalks Controlled by Traffic Signal*

Modifications to Section 144 pertain to removing the intersections of Center and Front and Main and Front from the list of signalized intersections. Recent improvements to Front Street included the replacement of traffic signals at this intersection with all-way stop control. For additional information on this project, please see the Meeting Agenda Packet and Minutes from the June, 2018 Transportation Commission Meeting.

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

The first modification to Section 145(a) pertains to creating an “all-way stop” condition at the intersection of Center and Front. Recent improvements to Front Street included the replacement of traffic signals at this intersection with all-way stop control. For additional information on this project, please see the Meeting Agenda Packet and Minutes from the June, 2018 Transportation Commission Meeting. This proposed Code modification make the all-way stop control at this intersection permanent.

The remaining modifications to Section 145(a) are clerical in nature and pertain to matching the format of the rest of the items in the list contained in this section. For the majority of the list, the north-south street is listed prior to the east-west street.

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

The first modification to Section 145(d) reflects the street name change of Union 76 Service Road to Truckers Lane.

The second modification to Section 145(d) incorporates a change from a yield condition to a stop condition on Commerce at Gilmore.

The last modification to Section 145(d) installs stop control on Handle at Lutz, which is a new intersection.

5. *Chapter 29: Section 145(e): Stop Signs*

The modification to Section 145(e) incorporates a change from a yield condition to a stop condition on Commerce at Gilmore.

6. *Chapter 29: Section 147(c): Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter*

This modification to Section 147(c) establishes a 15-minute passenger and freight loading zone in front of the McLean County Museum. This loading zone is needed to allow museum staff and volunteers the ability to park temporarily to load and unload exhibit materials for use at offsite exhibits.

7. *Chapter 29: Section 149: Parking*

The modification to Section 149 on Front Street between Prairie and Gridley reflects a change to the limits of the No Parking to allow sight distance for vehicles exiting a parking lot.

The addition to Section 149 of a No Parking restriction on both sides of Glenbridge between Ballybunion and Ireland Grove updates the City Code to match a parking change requested and implemented a number of years ago. No complaints about the parking restriction have been received since its implementation.

The addition to Section 149 of a No Parking restriction on the west side of Glenbridge between Dunloe and Ballybunion is the result of a request by Dunraven Homeowner's Association. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received overwhelmingly favored restricting parking, and the request was granted. There have been no complaints since the change was implemented at the end of April, 2018.

The modification to Section 149 of a No Parking restriction on the east side of Park north of Phoenix is due to the removal of a driveway. The property adjacent to this section was purchased by IWU, the existing house torn down, and the curb-cut removed. At the request of the University, parking is now allowed to within 30' of Phoenix, which is the distance desired for sight distance at the intersection.

The modifications to Section 149 of the No Parking restrictions on the south side of Westport Court west of Eastport Drive is the result of a request by a business owner on this street. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received favored restricting parking, and the request was granted. There have been no complaints since the change was implemented at the beginning of May, 2018.

8. *Chapter 29: Section 150: Parking Prohibited During Certain Hours on Certain Streets*

The modification to Section 150 reflects the addition of a No Parking restriction along both sides of South Oak Street between Stewart and Bissell as a result of a request by multiple residents of these blocks. The request was reviewed by City Staff, a request for comment was sent to all residents of the street, and the responses were analyzed. Responses received favored restricting parking, and the request was granted. There were two complaints immediately after the change was implemented in mid-July, 2018. No additional complaints or comments have been received.

9. *Chapter 29: Section 151: Standing or Parking During Certain Hours on Certain Streets Prohibited*

The modification to Section 151 reflects the street name change of Union 76 Service Road to Truckers Lane.

10. *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.

11. *Chapter 29: Section 192.1(a): Specific Tow Away Zones*

The modification to Section 192.1(a) specifies the addition of the No Parking restriction along both sides of South Oak Street between Stewart and Bissell as discussed in Item 8 above as a Tow Away Zone as requested by the residents.

3. STAFF RECOMMENDATION:

Staff recommends the Transportation Commission pass the following motion recommending:

- A. That City Council Approve the proposed ordinance modifying Section 30 of Chapter 2 (Administration) of the Bloomington City Code; and,
- B. That City Council Approve the proposed ordinance modifying Sections 144, 145(a) (d) and (e), 147(c), 149, 150, 151, 153(a), and 192.1(a) of Chapter 29 (Motor Vehicles and Traffic) of the Bloomington City Code.

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

ORDINANCE NO. 2019-

AN ORDINANCE AMENDING BLOOMINGTON CITY CODE CHAPTER 2
TO INCORPORATE THE TRANSPORTATION COMMISSION INTO THE LIST OF CITY
BOARDS AND COMMISSIONS

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

SECTION 1. Bloomington City Code Chapter 2, Section 30, shall be and the same is hereby amended by adding the following:

Transportation Commission

SECTION 2. Except as provided herein, the Bloomington City Code, 1960, as amended, shall remain in full force and effect.

SECTION 3. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 4. 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 5. This Ordinance shall take effect ten (10) days after passage and approval.

PASSED this _____ day of _____, 2019.

APPROVED this _____ day of _____, 2019.

APPROVED:

TARI RENNER
Mayor

ATTEST:

CHERRY L. LAWSON
CITY CLERK

ORDINANCE NO. 2019-

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 144 shall be and the same is hereby amended by deleting the following:

Center – Front
Main – Front

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

- (a) Center – Front
Clinton – Emerson
Lee – Empire
Lee – Front
Morris – Washington
- (d) Commerce Stops for Gilmore
Handle Stops for Lutz

SECTION 3. Bloomington City Code Chapter 29, Section 145 (a) and (e), shall be and the same is hereby amended by deleting the following:

- (a) Emerson – Clinton
Empire – Lee
Front – Lee
Washington – Morris
- (e) Commerce Yields for Gilmore

SECTION 4. Bloomington City Code Chapter 29, Section 145 (d), shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

Brad Stops for ~~Union 76 Service Road~~ Truckers Lane

SECTION 5. Bloomington City Code Chapter 29, Section 147 (c), shall be and the same is hereby amended by adding the following:

15 MINUTE TIME LIMIT: At All Times – Sunday Through Saturday
Washington, on the north side, from Main to Center

SECTION 6. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by adding the following:

Glenbridge on both sides from Ballybunion to Ireland Grove
Glenbridge on the west side from Dunloe to Ballybunion

SECTION 7. Bloomington City Code Chapter 29, Section 149, shall be and the same is hereby amended by deleting the following:

Westport on the south side from 70' – 100' west of the west line of Eastport
Westport on the south side from 170' – 195' west of the west line of Eastport

SECTION 8. 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):

Front on the south side from 54' west of Prairie to ~~60'~~ 116' east of Gridley
Park on the east side from Phoenix to a point ~~90'~~ 30' north
Westport on the south side from ~~375' – 500'~~ west of Eastport to 375' west

SECTION 9. Bloomington City Code Chapter 29, Section 150, shall be and the same is hereby amended by adding:

6:00 a.m. to 6:00 p.m. Except Saturdays and Sundays (Tow Away Zone)

Oak Street on both sides from Stewart to Bissell

SECTION 10. Bloomington City Code Chapter 29, Section 151, shall be and the same is hereby amended to read as follows (additions are indicated by underlining; deletions are indicated by strikeouts):

~~Union 76 Service Road~~ Truckers Lane on both sides from Market north to the Dead End

SECTION 11. Bloomington City Code Chapter 29, Section 153 (a), shall be and the same is hereby amended by adding the following:

Madison on the west side in front of 1208 N. Madison

SECTION 12. Bloomington City Code Chapter 29, Section 192.1 (a), shall be and the same is hereby amended by adding the following:

Oak Street on both sides from Stewart to Bissell between 6:00 a.m. and 6:00 p.m., Monday through Friday

SECTION 13. Except as provided herein, the Bloomington City Code, 1960, as amended, shall remain in full force and effect.

SECTION 14. The City Clerk shall be, and she is hereby directed and authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 15. 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 16. This Ordinance shall take effect ten (10) days after passage and approval.

PASSED this _____ day of _____, 2019.

APPROVED this _____ day of _____, 2019.

APPROVED:

TARI RENNER
Mayor

ATTEST:

CHERRY L. LAWSON
CITY CLERK

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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City Code

Chapter 2 : Section 30 : Boards and Commissions - Enumerated.

In addition to the operating departments named in the preceding section, there shall also be the following Boards and Commissions:

Bloomington-Normal Sister Cities Committee

Board of Fire and Police Commissioners

Board of Library Trustees

Board of Zoning Appeals

Building Board of Appeals

Citizen's Beautification Committee

Cultural Commission

Firemen's Pension Board

Historic Preservation Commission

Housing Authority Board

Human Relations Commission

Liquor Commission

Planning Commission

Police Pension Board

Property Maintenance Review Board

Transportation Commission



Such Boards and Commissions shall be so organized and have such powers and duties as required by the laws of the State and this Code. (Ordinance No. 2018-42)

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Chapter 29 : Section 144 : Intersections and Crosswalks Controlled by Traffic Signal.

In accordance with Section 43 of this Ordinance, the following intersections and crosswalks are controlled at all times by traffic signals:

Airport - Clearwater
Airport - College
Airport - Empire
Airport Entrance - Empire Airport - General Electric
Arcadia - Lincoln
Bloomington High School Entrance - Locust
Brickyard - Veterans
Brown - Market
Bunn - Oakland
Caroline - Market
Center - Chestnut
Center - Emerson
Center - Empire
Center - Front
Center - Locust
Center - MacArthur
Center - Market
Center - Oakland
Center - Olive
Center - Washington
Center - Wood
Cira (east)/Haefele - Empire
Cira (west) - Trinity at Empire
Clinton - Empire
Clinton - Grove
Colton - Locust
Clinton - Locust
Clinton - Oakland
Clinton - Washington
Colton - Locust
Commerce - Veterans
East - Front
East - Jefferson
East - Market
East - Monroe
East - Washington
Eastport - Empire
Empire - Fire House #3
Fairway - Eastland
Fairway - Eastland west entrance
Fairway - Empire
Four Seasons - Oakland
Franklin - Emerson
Gettysburg/Williamsburg - Empire
Hannah - Oakland
Hershey - Eastland
Hershey - Empire
Hershey - Ft. Jesse
Hershey - General Electric
Hershey - Heartland
Hershey - Ireland Grove
Hershey - Lincoln



Delete "Center - Front"

Hershey - Oakland
Hershey - Washington
Hinshaw - Market
IAA - Vernon
I-55 Service Road - Market
JC Parkway - Market
King - Market
K-Mart/Eastland Crossover - Empire
Loop - Ireland Grove
Madison - Front
Madison - Jefferson
Madison - Market
Madison - Washington
Main - Dunn
Main - Emerson
Main - Empire
Main - Front
Main - Hamilton/Sale Barn
Main - Locust
Main - MacArthur
Main - Market
Main - Oak Creek/Hilltop
Main - Olive
Main - Veterans (north ramp)/Dunn
Main - Veterans (south ramp)
Main - Washington
Main - Wood
Mercer - Hamilton
Mercer - Veterans
McLean - Washington
Meijer Entrance - College
Mitsubishi - Market
Morris - Hamilton
Morris - Market
Morris - Veterans
Morrissey - Hamilton
Morrissey - Lafayette
Mt. Vernon - Empire
Prairie - Washington
Prospect - Washington
Regency - Oakland
Regency - State Farm west entrance
Road "F" - Hamilton
Six Points at Fire House #5
St. Joseph - Washington
Susan - College
Sweeney Drive at Hamilton Road
Towanda - Empire
Towanda - Fairway/Emerson
Towanda - Jersey/IAA entrance
Towanda - Post Office entrance
Towanda - Towanda Service Road
Towanda - Vernon (Town of Normal)
Towanda - Washington
Towanda Barnes - Empire
Towanda Barnes - Ft. Jesse
Townada Barnes - General Electric



Delete "Main - Front"

Towanda Barnes - Ireland Grove
Towanda Barnes - Oakland
Veterans - Clearwater
Veterans - Eastland
Veterans- Empire (Rt. 9) (east intersection, north intersection, central intersection, south intersection, est intersection)
Veterans - Hamilton
Veterans - Ireland Grove
Veterans at Jackson
Veterans at Jumer Drive/Von Maur
Veterans - Lincoln
Veterans - Morrissey (U.S. 150)
Veterans - Oakland
Veterans - Vernon - General Electric
Veterans - Washington
Walton - Market
Washington - Regency
White Oak - Martin Luther King
Wylie - Market
(Ordinance No. 2015-25)

Schedule V :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
 Bunn - Lincoln
 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 - Olive
 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. 2018-29)

Add "Center - Front"

Change "Emerson - Clinton" to "Clinton - Emerson"
 and move to the proper place in alphabetical listing

Change "Empire - Lee" to "Lee - Empire"
 and move to the proper place in alphabetical listing

Change "Front - Lee" to "Lee - Front"
 and move to the proper place in alphabetical listing

Change "Washington - Morris" to "Morris - Washington"
 and move to the proper place in alphabetical listing

(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
 Oakland (westbound) - Gridley
 (Ordinance No. 2005-111)

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

Allin Stops for MacArthur
Allin Stops for Oakland
Allin Stops for Wood
Arrowhead Stops for Airport
Arrowhead Stops for Holiday
Arrowhead Stops for Royal Pointe
Bissell Stops for Center
Bissell Stops for Low
Breezewood Stops for Woodrig
Broadmoor Stops for Lincoln
Broadmoor Stops for Oakland
Carrington Stops for Fox Creek
Clayton Stops for Grove
Clayton Stops for Lincoln
Clayton Stops for Oakland
Colton Stops for Emerson
Colton Stops for Empire
Colton Stops for Washington
Commerce Stops for Hamilton
Cornelius Stops for Airport
Crooked Creek Stops for Carrington
Crooked Creek Stops for Fox Creek
East Stops for Lincoln
East Stops for Wood
Eastport Stops for Arrowhead
Eddy Stops for Oakland
Erickson Stops for Olive
Euclid Stops for Oakland
Euclid Stops for Washington
Fairway (southbound) Stops for north Empire Frontage Road
Front Stops for Clinton
Front Stops for Morris
General Electric Stops for Towanda/Barnes
Gettysburg Stops for Arrowhead
Gridley Stops for Market
Gridley Stops for Oakland
Grove Stops for Allin
Grove Stops for East
Grove Stops for Lee
Grove Stops for Madison
Grove Stops for Mercer
Grove Stops for Morris
Grove Stops for Roosevelt
IAA Drive Stops for Eastland/K-Mart Crossover
JC Parkway Stops for Valley View
Jefferson Stops for Allin
Jefferson Stops for Clinton
Jefferson Stops for Colton
Jefferson Stops for Lee
Jefferson Stops for McLean
Jefferson Stops for Perrin
Jumer Stops for Hershey
Kickapoo Stops for Ireland Grove
Kreitzer Stops for Oakland

Lafayette Stops for Center
Lafayette Stops for Main
Laesch Stops for Greenwood
Laesch Stops for Morris
Lee Stops for Division
Lee Stops for Emerson
Lee Stops for Oakland
Leslie Stops for General Electric
Lincoln Stops for Bunn
Lincoln Stops for Main
Lincoln Stops for Morrissey
Linden Stops for Empire
Linden Stops for Locust
Livingston Stops for Locust
Locust Stops for White Oak
McGregor Stops for Oakland
McLean Stops for Empire
McLean Stops for Front
McLean Stops for Locust
McLean Stops for Oakland
Mill Stops for Livingston
Miller Stops for Alexander
Miller Stops for Morris
Monroe Stops for Allin
Monroe Stops for Center
Monroe Stops for Lee
Monroe Stops for McLean
Monroe Stops for Madison
Monroe Stops for Morris
Monroe Stops for Prairie
Morris (northbound) Stops for Seminary
Norma Stops for GE
Normal Stops for Pamela
North Pointe Stops for College
North Pointe Stops for Ft. Jesse
Oakland Stops for Fox Creek
Oakland (westbound) Stops for Gridley
Oakland Stops for Livingston
Oakland Stops for Towanda-Barnes
Olive Stops for Allin
Olive Stops for Euclid
Olive Stops for Lee
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
Bedecker 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



Change "Brad Stops for Union 76 Service Road" to
"Brad Stops for Truckers Lane"

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



Insert "Commerce Stops for Gilmore"

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

Granada Stops for Olive

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
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



Insert "Handle Stops for Lutz"

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
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. 2018-29)

(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 Rocksburly
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

Brighton Yields for Royal Pointe
Brittany Yields for Chesapeake
Bronco Yields for Oakland
Buckingham Yields for Royal Pointe
Carl Yields for Wellington
Carney Yields for Longwood
Case Yields for Reading
Cashel Yields for Cave Creek
Cecil Yields for Elmwood
Chelsea Yields for Cumbria
Chesapeake Yields for Eagle Crest
Chesterfield Yields for Royal Pointe
Christopher Yields for Arrowhead
Cinnamon Yields for Wisteria
Cobblestone (southbound) Yields for Southfork
Commerce Yields for Gilmore
Congress Yields for Barker
Congress Yields for Livingston
Conley Yields for McGregor
Conley Yields for Meadowbrook
Cornelius Yields for Ekstam
Crimson Yields for Wisteria
Crossgate Yields for Plantation
Currant Yields for Wisteria
Currie Yields for Longwood
Cygnet Yields for Eddy
Detroit Yields for Oakland
Drake Yields for Eddy
Durham Yields for Cumbria
Dutchess Yields for Royal Pointe
Eastland/K-Mart Crossover (northbound right turn) Yields for North Empire Service Rd.
Elizabeth Yields for Royal Pointe
Elm Yields for Mason
Elm Yields for Oak
Foxridge Yields for Graystone
Franklin (southbound) Yields for Beecher
Fullerton Yields for Riverwoods
Garlington Yields for Hershey
Gill Yields for turning trucks in turn around area
Gray Yields for Oak
Grant (northbound) Yields for Olive
Greenfield (westbound) Yields for Park Ridge
Hackberry Yields for Wisteria
Hayes Yields for Gabby
Hearthstone (eastbound) Yields for Keystone
Hinshaw (northbound) Yields for Forrest
Hodgehaven (north intersection) Yields for Kolby
Hodgehaven (south intersection) Yields for Kolby
Holder Way (east) Yields for Clearwater
Holder Way (west) Yields for Clearwater
Huntington Yields for Keystone
Huntington (westbound) Yields for Park Ridge
Independence (east intersection) Yields for Wellington
Jackson Yields for Seville
Kara Yields for Kolby
Ketchum (northbound) Yields for Arrowhead
Kleggstone (north intersection) Yields for Kolby



Delete "Commerce Yields for
Gilmore"

Schedule VII :

Section 147 : Restricted Zones for Passenger and Freight Loading From Which Parked Vehicles May Be Towed Under Article XXII (Sections 191-195) of this Chapter.

(a) Passenger Loading Zones:

No person shall stop, stand, or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers in any of the following places marked as a passenger loading zone during the hours when the following regulations are effective and then only for a period not to exceed the time limits as hereinafter provided:

15 MINUTE TIME LIMIT: At All Times - Sunday through Saturday.

Center, on the east side, from 30' to 50' south of the south line of Market

Chestnut, on the south side from Mason, 130' east of the east line of Mason

Front, on the south side, Lee to Madison

Grove, on the south side, from 20' to 40' east of the east line of East

Jackson, on the north side from 20' to 50' east of Oak

Jefferson, on the south side, from Evans to a point 250' west

MacArthur, on the north side, from 30' to 165' east of the east line of Main

Madison, on the west side, from 20' to 75' north of the north line of Elm

Main, on the west side, from Scott to Graham

Market, on the north side, from 30' to 50' east of the east line of Center

Market, on the north side, from 65' to 85' west of the west line of Mason

Miller Park, on the west side of drive adjacent to the Zoo for a distance of 70'

Olive, on the north side, from 110' to 150' west of the west line of Allin

Taylor, on the south side, from 20' to 50' east of Mason

Washington, on the north side, from 20' to 60' west of the west line of East

Washington, on the north side, from Oak to a point 115' east

Western, on the west side, from 20' to 120' south of Locust

Wood, on the south side, from 110' west to 190', west of the west line of Gridley
(Ordinance No. 2015-25)

8:00 a.m. - 12:00 noon -- 6:00 p.m. - 9:00 p.m.

Washington, on the north side from 20' to 64' west of the west line of Mason
(Ordinance No. 1989-54)

8:00 a.m. - 5:00 p.m. -- Monday - Friday.

Washington on the south side from 35' to 95' east of the east line of Lee
(Ordinance No. 2005-111)

11:00 a.m. - 11:00 p.m.

Washington on the south side from 20' to 45' east of the east line of Allin
(Ordinance No. 1998-11)

9:00 a.m. - 6:00 p.m.

Bell, on the north side, from 50' to 75' west of the west line of Hannah
(Ordinance No. 1989-111)

2:30 p.m. - 3:30 p.m.

Roosevelt, east side, from Locust to a point 175' north

At All Times

Main, east side, from 20' north to 68' north of the north line of Chestnut
 Roosevelt, west side, from Walnut to a point 300' north
 Woodhill Towers (see Exhibit A)
 (Ordinance No. 2004-39)

Weekdays

Livingston on the west side, from 20' to 120' north the north line of Walnut
 Mason, west side, Jackson to Mill
 Roosevelt, west side, from Walnut to a point 300' north
 (Ordinance No. 2004-39)

(b) Freight Loading Zones. No person shall stop, stand or park a vehicle any purpose or period of time other than for the expeditious unloading and delivery or pickup and loading of materials in any of the following places marked as a freight loading zone during the hours when the following regulations applicable to such zones are effective and then only for a period not to exceed the time limits as hereinafter provided in this Section:

30 MINUTE TIME LIMIT (Available to commercial vehicles only):

6:00 a.m. to 4:00 p.m. -- Monday through Friday

Alley (north-south), bounded by East, Locust, Prairie and Mulberry, on the west side, from Locust to a point 110' south
 Center, on the east side, from 30' to 50' north of the north line of Front
 Center, on the east side, from 39' south to 112' south of the south line of Olive
 Center, on the east side, from 130' to 150' north of Monroe
 Center, on the west side, from 45' to 85' north of the north line of Kentucky Alley
 Currency, on the north side, from 82' to 20' east of the east line of Finance
 Jefferson, on the south side, from 20' to 109' east of the east line of East
 Jefferson, on the south side, from 20' to 89' east of the east line of Main
 Jefferson, on the south side, from 30' west to 47' west of the west line of East
 Main, on the east side, from 30' south to 68' south of the south line of West Mulberry extended east to the east line of Main
 Main, on the east side, from 50' south to 98' south of the south line of Market
 Main, on the east side, first space north of the north line of Washington
 Main, on the east side, from 255' to 300' south of Olive
 Market, on the north side, from 24' to 65' west of the west line of East
 Monroe, on the north side, from 30' east to 88' east of the east line of Center
 Olive, on the south side, from 85' to 117' west of East
 Prairie, on the west side, from 30' to 80' north of the north line of Grove in the parkway
 Washington, on the south side, from 30' west to 77' west of the west line of Madison
 (Ordinance No. 2008-64)

AT ALL TIMES

Front, on the north side

Add:

15 MINUTE TIME LIMIT: At All Times - Sunday Through Saturday

Washington, on the north side, from Main to Center

(c) Passenger and Freight Loading Zones. No person shall stop, stand or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers or the expeditious unloading and delivery or pickup and loading of materials in any of the following places marked as a passenger and freight loading zone during the hours when the following regulations applicable to such zones are effective and then only for a period not to exceed the time limits as hereinafter provided:

AT ALL TIMES SUNDAY THROUGH SATURDAY

Jefferson, on the north side, from 51' west to 98' west of the west line of Center
McLean, on the east side, from Washington to Jefferson
(Ordinance No. 1993-112)

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

Washington, on the south side, from 40' to 60' west of the west line of East
(Ordinance No. 2007-45)

8:30 a.m. - 5:00 p.m.

Washington on the north side 84' to 130' east of east line of Gridley
Washington, on the north side, from 40' to 82' west of the west line of Madison
Washington on the north side from 22' to 52' west of the west line of McLean
(Ordinance No. 1998-58)

6:00 a.m. - 5:00 p.m.

Mason on the west side from 75' to 155' south of the south line of Chestnut
(Ordinance No. 2003-47)

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

Evans on the west side from Market to Jefferson
 Evans on the west side from Washington to Bell
 Fairmont on both sides from Arcadia north to Arcadia south
 Fairway from Regency to 300' north of Robinhood
 Fairway on both sides from Towanda to Radliff
 Fell on the east side from Empire to Division
 Felton on the south side from Clinton to Robinson
 Fillmore on both sides from Center to Main
 Four Seasons on both sides from Oakland to a point 150' north
 Four Seasons on both sides from Lincoln to 175' north
 Four Seasons on both sides from Oakland south to relocated Four Seasons
 Four Seasons on the east side from relocated Four Seasons south to and including the cul-de-sac
 Fox Creek on both sides from Oakland to Veterans
 Fox Creek on both sides from Stonehedges to south corporate limits
 Fox Creek on the north side from 30' west of Crooked Creek to 73' east of Crooked Creek
 Fox Creek on the north side from 770' east of Knollbrook to 78' west of Pebblebrook
 Fox Creek on the north side from Oakland to a point 45' west
 Fox Creek on the north side from 400' to 450' west of Pebblebrook
 Fox Creek on the south side from Oakland to Stonehedges
 Franklin on both sides from Emerson to a point 95' south
 Franklin on the east side from Emerson to a point 60' north
 Franklin on both sides from the north line of vacated Kelsey to a point 30' south
 Franklin on both sides from the south line of vacated Division to a point 30' south
 Franklin on the west side from 125' to 175' north of Beecher
 Fremont on the south side from Clayton to Clinton
 Front on the north side from Allin to GM&O Bridge
 Front on the north side from East to a point 50' east
 Front on the north side from Evans to a point 30' west
 Front on the north side from Gridley to a point 50' east
 Front on the north side from Gridley to a point 50' west
 Front on the north side from 80' to 110' east of the east line at McLean
 Front on the south side from the drive to 403 E. Front to a point 25' east
 Front on the south side from Allin to 135' east
 Front on the south side from Main to East
 Front on the south side from 54' west of Prairie to 60' east of Gridley
 Front on the south side from Robinson to 52' west
 Front on the south side from State to 150' west
 Front on the south side from Western to GM&O R.R. Bridge
 Ft. Jesse on both sides from east corporate limits to west corporate limits
 General Electric on both sides from Veterans to Towanda-Barnes
 Gerig on both sides from Ekstam to Haeffe
 Gettysburg on both sides from Lamon to Empire
 Gettysburg on the east side from Lamon to Arrowhead
 Gill on the north side from 1150' to 1230' west of the west line of Airport
 Gill on the south side from Airport west to and including Turn Around Area
 Gilmore on both sides from Morrissey to Commerce
 Goose Creek on both sides from Morris to west end
 Graham on both sides from Center to Main
 Graham on the north side from East to Roosevelt
 Graham on the south side from Park to 60' east
 Gray on the north side from Madison to Madison
 Greenwood on both sides from Morris to south corporate limits
 Greyhound on the east side from Hamilton to south end
 Gridley on the east side from Front to Washington
 Gridley on the east side from 85' to 115' north of Market
 Gridley on the east side from Wood to Jackson
 Gridley on the west side from Douglas to Washington

Change "...60' east..." to
"...116' east..."

Insert "Glenbridge on both sides from
Ballybunion to Ireland Grove"

Insert "Glenbridge on the west side
from Dunloe to Ballybunion"

Olive on the south side from Morris to Center
 Olive on the south side from Morris to East
 Olive on the south side from Prairie to Gridley
 Olive on the south side from west line of Raymond School to 75' east of Magoun
 Packard on the north side from Magoun to a point 85' east
 Packard on the south side from Magoun to a point 40' east
 Packard on the south side from Reeves to Lumber
 Pamela on the north side from Towanda Barnes to Ekstam
 Pamela on the south side from Towanda Barnes to 130' east of Norma
 Park on the east side from Beecher to a point 40' south
 Park on the east side from Graham to Empire
 Park on the east side from Phoenix to a point 90' north
 Park on the east side from 20' north to 20' south of the drive to the United Methodist Office Building
 Park on the east side from 90' south to 182' north of University
 Park on the west side from Beecher to University
 Park on the west side from 90' to 130' south of the south line of University
 Park Place on west side of one way inset area between Martin Luther King and Parker
 Patterson on the east side from the north line of Oakland to 205' north
 Patterson on the west side from Oakland to East Gate
 Peach on the north side from Rutledge to Dogwood
 Perrin on the east side from Washington to Country Club
 Phoenix on the north side from 135' to 155' west of the west line of Fell
 Phoenix on the north side from 200' to 220' east of Park
 Phoenix on the south side from Fell to Park
 Prairie Lane on the south side from the east end to a point 12' west
 Prairie on the east side from 85' north of Walnut to Grove
 Prairie on the west side from Empire to Walnut
 Prairie on the west side from Jackson a point 75' south
 Prairie on the east side from Jackson to a point 50' south
 Prairie on the west side from Jackson south to alley
 Prairie on the west side from Market to a point 40' south
 Prairie on the west side from 50' north to 50' south of Monroe
 Prairie on the west side from Olive to Jackson
 Prairie Crossing on both sides from 2100 E to west corporate limits
 Prospect on both sides from Oakland to Empire
 Radliff on the east side from Robinhood to Sherwood
 Rainbow on both sides from Hershey to a point 180' east
 Rainbow on the north side from Oakbrook to Hershey
 Rainbow on the south side from 50' west to 50' east of Anchor
 Rainbow on the south side from 50' west to 50' east of Carraway
 Rainbow on the south side from 50' west to 50' east of Moonstone
 Rainbow on the south side from 50' west to 50' east of Oakbrook
 Rainbow on the south side from 50' west to 50' east of Ridgeport
 Rave on the north side from Towanda Barnes to the east property line of 3710 Rave
 Regency on both sides from Fairway to Oakland
 Ridgeport on the west side from 3' south of the driveway to 1508 Ridgeport north to Rainbow
 Riley on the south side from Mecherle to Bradley
 Robinhood on the south side from Towanda to Mecherle
 Robinson on the east side from Taylor to Washington
 Robinson on the west side from point 80' south of property line of Felton to Oakland
 Robinson on the west side from Taylor to Oakland
 Robinson on the west side from Olive south to alley
 Robinson on the west side from Washington south one-half block to the alley
 Roosevelt on the east side 13' north & south of Daily Pantagraph loading dock
 Roosevelt on the east side from Market to 130' south
 Roosevelt on the east side from Olive to 90' north
 Roosevelt on the west side from Graham to Union

Modify "...Phoenix to a point 90' north"
 to
 "...Phoenix to a point 30' north"

Walnut on the south side from 90' west of East to East
 Walnut on the south side from 65' to 115' east of the east line of Main
 Washington on both sides from Mercer to Bayberry
 Washington on the north side from Center to Main
 Washington on the north side from Colton to 50' east of McClun
 Washington on the north side 140' east of Brown to west corporate limits
 Washington on the north side from Evans to 120' east of Kreitzer
 Washington on the north side from Main to a point 40' west of East
 Washington on the north side from Mercer to 300' west
 Washington on the north side from 50' east to 25' west of Stillwell
 Washington on the north side from Western to the Southern Pacific Railroad
 Washington on the south side from Bayberry to Evergreen
 Washington on the south side from Clayton to Mercer
 Washington on the south side from Euclid to a point 135' west
 Washington on the south side from Gridley to 50' east
 Washington on the south side from 134' east of Gridley to McLean
 Washington on the south side from Madison 100' westerly
 Washington on the south side from Morris to 65' west
 Washington on the south side from Morris to 35' east
 Washington on the south side from Stillwell to Western
 Western on both sides from Forrest to Seminary
 Western on the east side from Mulberry to Chestnut
 Western on the east side from 50' south of Penn Central Railroad to Washington
 Western on the east side from Perry to 24' north
 Western on the west side from Chestnut to Seminary
 Western on the west side from Front to Olive
 Western on the west side from Front to Washington
 Western on the west side from Mulberry to Market
 Westgate on both sides Interstate Dr. to Wal-Mart parking lot
 Westport on the south side from 70' - 100' west of the west line of Eastport
 Westport on the north side from Eastport west to and including the cul-de-sac
 Westport on the south side from 170' to 195' west of Eastport
 Westport on the south side from 375' to 500' west of Eastport
 White Eagle on both sides from Streid to Saddlebrook
 White Oak on both sides from Market to the north corporate limits
 White's Place on both sides from Empire to 60' north
 White's Place across north Dead End
 Willard on the east side from the alley south of Grove to Grove
 Willdrob on the north side to and around the cul-de-sac
 Williamsburg on the east side from Hall to north end
 Williamsburg on the west side from Eastland to a point 50' south
 Williamsburg on the west side from 30' north to 30' south of the drive to 206 N. Williamsburg
 Williamsburg on the west side from 470' to 510' south of Eastland
 Wood on both sides from Center to Main
 Wood on the north side from Center to Madison
 Wood on the north side from Main to Gridley
 Wood on the north side from 90' east of the east line of Lee to 65' west of the west line of Lee
 Wood on the south side from Gridley to 70' west
 Wood on the south side from Morris to Center
 Wood on the south side from Pancake to Morris
 Woodruff on the south side from Kenyon to Colton
 Wright on both sides from 50' north to 50' south of Miller
 Wylie on both sides from Market to the north corporate limits
 (Ordinance No. 2018-29)

Delete "Westport on the south side from 70' - 100' west of the west line of Eastport"

Delete "Westport on the south side from 170' - 195' west of Eastport"

Change "Westport on the south side from 375' - 500' west of Eastport" to "Westport on the south side from Eastport to 375' west"

Section 150 : Parking Prohibited During Certain Hours on Certain Streets.

In accordance with Section 126, and when signs are erected giving notice thereof, no person shall park a vehicle between the hours specified herein on the specified days upon any of the streets or parts of streets as follows:

Alternate Side Parking -- 3:00 a.m. to 5:00 a.m.

In an area commencing in the center of Gridley at the south line of Olive Street; thence north along the center line of Gridley Street to the north line of Douglas Street; thence west along the north line of Douglas Street to the east line of East Street; thence north along the east line of East Street to the north line of Locust Street; thence west along the north line of Locust Street to the west line of U.S. 51 southbound; thence south along the west line of U.S. 51 southbound to the north line of Monroe Street; thence west along the north line of Monroe Street to the west line of Roosevelt Avenue; thence south along the west line of Roosevelt Avenue to the north line of Grove Street; thence south along the east line of Roosevelt Avenue to the north line of Olive Street; thence east along the north line of Olive Street to the east line of Madison Street; thence east along the south line of Olive Street to the point of beginning with the following exceptions;

- (1) Jefferson Street between Prairie Street and Gridley Street. In the area described above, vehicles are allowed to park during this period on the west side and north sides of the streets on Mondays, Wednesdays, Fridays and Sundays and on the east and south sides of the streets on Tuesdays, Thursdays, Saturdays and Sundays.
- (2) Main Street between Market Street and Mulberry Street. In the area described above, vehicles are allowed to park during this period on the west side of the street on Mondays, Wednesdays, Thursdays, Fridays, Saturdays, and Sundays and on the east side of the street on Tuesdays and Sundays.
- (3) Washington Street between Center Street and Main Street. In the area described above, vehicles are allowed to park during this period on the south side of the street on Tuesdays and Sundays.
(Ordinance No. 2012-57)

7 days a week -- 3:00 a.m. - 5:00 a.m.

Jefferson on both sides Main to Center (Tow Away Zone on Saturday and Sunday)
Main on both sides Front to Jefferson (Tow Away Zone on Saturday and Sunday)
Hall on the south side from Prospect to 535 feet east
Jefferson, both sides, Main to Center (Tow Away Zone, Saturday and Sunday)
Washington on the south side from Caroline to west corporate limits
Washington on both sides from Morris to ICG Railroad
(Ordinance No. 2015-25)

3:00 p.m. to 4:00 p.m. on School Days When Children are Present

Grove on the north side from State to
(Ordinance No. 2015-25)

Insert:

6:00 a.m. to 6:00 p.m. Except Saturdays and Sundays (Tow Away Zone)

7:00 a.m. to 6:00 p.m.

Oak Street on both sides from Stewart to Bissell

Grove on the south side from McClun to Denver

5:00 p.m. to 8:00 a.m.

Mission on the north side from Gridley to 340' west (Ordinance No. 2003-47)

6:00 p.m. to 6:00 a.m.

MacArthur on the south side from Center to Main

6:00 p.m. to 8:00 p.m.

Parking Lot on southeast corner of Hinshaw at Market
(Ordinance No. 2005-111)

Tuesday -- 6:00 a.m. - 3:00 p.m.

Oakland Court on both sides from 250' to 300' north of the north line of Oakland
(Ordinance No. 1994-116)

Except 8:00 a.m. to 12:30 p.m. Sundays

Four Season on the east side from 40' to 160' north of Clobertin
Lincoln on the north side between Capen and Broadmoor
(Ordinance No. 2002-101)

Except 4:00 p.m. - 8:00 p.m. - Saturday; 6:00 a.m. - Noon Sunday

Locust on both sides from Western to Morris
(Ordinance No. 1997-4)

6:00 a.m. to 4:00 p.m.

Fillmore on the south side from Center to Main
Main on the west side from Fillmore to Graham
(Ordinance No. 1990-97)

10:00 p.m. to 6:00 a.m.

Atwood Wayside Parking Lot
Currency on both sides from Commerce to southwest end
Finance on both sides from Currency to south end
(Ordinance No. 2005-111)

24 Hour Restriction

Albert on the west side from Grove to Olive
East Street on the east side from Monroe to Market
Oakland on the south side from Seville to Regency
(Ordinance No. 1984-157)

Schedule XI :Section 151 : Standing or Parking During Certain Hours on Certain Streets Prohibited.

In accordance with Section 127(a) and when signs are erected giving notice thereof, no person shall stand, or park, a vehicle between the hours specified herein of any day except Sunday and public holidays within the district or upon any of the streets or parts of streets as follows:

9:00 a.m. to 4:00 p.m.

Parkshores on the east side from east-west section north to Martin Luther King Drive (Ordinance No. 1995-61)

AT ALL TIMES

Black Oak Blvd on both sides from Ireland Grove to Jackpine

Breezewood on both sides from Woodrig to 150' north of Springdale

College on the north side from the easternmost drive to North Pointe School to a point 100' east

Hannah on the west side from Croxton to 150' north, including parkway

Hershey on the east side from Empire to Clearwater

Main on the east side from 113' to 240' north of Chestnut Street

Main on the west side from Fillmore to Graham

Oakland on the south side from 30' east of Lee to 75' east of Lee

Rowe on the north side from IAA Drive to Delmar

Union 76 Service Road on both sides from Market north to the Dead End

Washington on the north side from McLean to Evans

(Ordinance No. 2008-64)

Change "Union 76 Service Road..." to "Truckers Lane..."

7 days a week

Miller on the south side from Center to Main

Washington on the south side from Caroline to Euclid

Washington on the south side from 10' east to 110' west of the Cemetery Entrance located west of Caroline Street

Washington on the south side from Nords Road to 300' east of Emerson

Washington on the south side from 1160' to 1270' east of Emerson

Washington on the south side from 2050' to 2285' east of Emerson

(Ordinance No. 2001-4)

Schedule XIII :

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 north side from 138' to 158' of the east line of Stillwell
 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
 Washington on the north side from 53' to 73' east of the east line of Stillwell

Add "Madison on the west side in front of 1208 N. Madison"

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. 2018-29)

Section 192.1 : Specific Tow Away Zones.

(a) At the times herein specified and when signs are erected giving notice of the illegal parking and of the towing zone, no person shall directly or indirectly (Sec. 191) park or permit a vehicle owned by him/her to be parked at the locations on the streets hereinafter described and any vehicle so parked may be towed from these locations as provided in this Article:

Alley (north-south) bounded by East, Locust, Prairie and Mulberry, on the west side from Locust to a point 110' south between 6:00 a.m. and 4:00 p.m., Monday through Friday

Beecher on the north side from Franklin to Main

Beecher on the south side from 50' west of the west line of East to 40' 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 of Franklin

Beecher on the south side from the east line of Main to a point 20' east

Center Street, on the west side, from 45' to 85' north of the north line of Kentucky Alley between 6:00 a.m. and 4:00 p.m., Monday through Friday

Center Street, on the east side, from 39' south to 112' south of the south line of Olive Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Center Street on the east side from 105' to 125' north of the north line of Market Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Chestnut Street, on the south side, from 50' to 90' west of the west line of Main Street

Chestnut Street, on the south side from 110' to 150' west of the west line of East Street

Chestnut Street, on the south side, from Mason Street to 130' east of the east line of Mason Street

Chestnut Street between Prairie and McLean on the north side 60' east and west from the midpoint of the crosswalk to Franklin Park near the center of the block

Douglas Street, on the north side, from 150' west to 173' west of the west line of Prairie Street between 6:00 a.m. and 4:00 p.m. Monday through Friday

East on the east side from the north line of Beecher to a point 20' north

East on the east side from the north line of Emerson to a point 53' north

East on the east side from 290' north of Emerson to 42' north of the south line of Kelsey

East on the east side from the south line of Emerson to a point 30' south

East on the east side from the north line of Graham to a point 20' north

East on the east side from 365' north of Kelsey to north corporate limits

East on the west side from Division to a point 38'south

East on the west side from Emerson to Beecher

East on the west side from the south line of Graham to a point 20' south

Emerson on the north side from 250' west of the west line of Fell to Franklin

Franklin on both sides from the north line of vacated Kelsey to a point 30' north

Franklin on both sides from the south line of vacated Division to a point 30' south

Franklin Avenue, on the east side from Beecher to a point 20' north

Franklin Avenue, on the west side from the Crosswalk north of Emerson to a point 20' south

Front Street, on the north side, from 31' to 68' east of the east line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, on the north side, from 20' west to 107' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, on the north side, from 43' east to 80' east of the east line of Madison Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Front Street, 300 block west, south side, on dates when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Front, on both sides from Lee to Mason. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Gill on the south side from turn around area west of Airport Road to Airport Road

Graham on the south side from 30' west of the west line of East to 20' east of the east line of East

Graham on the south side from the east line of Main to a point 20' east

Grove Street, on the south side, from 20' to 40' east of the east line of East Street

Grove, on the south side from Lee to Mason. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

IWU Area - See Exhibit "D"

Jackson Street, on the south side, from 20' to 120' west of the west line of Mason Street between 8:00 a.m. and 5:00 p.m., Monday through Friday

Jefferson Street, on the north side, from 51' west to 98' west of the west line of Center Street

Jefferson Street, on the south side, from 20' to 170' west of the west line of Evans Street

Jefferson Street, on the south side from 30' to 52' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Jefferson Street, on the south side, from 45' west to 64' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Lee, on the west side, from Front to Grove in the south half of the block. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Lee Street, 500 block between Market and Mulberry, east and west side, 24 hours a day, seven days a week, except for the east side of Lee Street from Mulberry Street to a point 80 feet south between the hours of 8:00 a.m. and 6:00 p.m. which continues to have a 2 hour time limit. Vehicles displaying permits issued pursuant to Section 192.2 of this chapter are exempt from towing.

Lee on the east side from Mulberry to a point 36' south

Lee on the west side from Mulberry to a point 36' south

Lee on the west side from Mulberry to a point 36' north

Lee on the east side from Mulberry to a point 54' north

Livingston Street, on the west side, from 20' to 120' north of the north line of Walnut Street

MacArthur Street, on the north side, from 170' to 205' west of the west line of Bunn Street

Madison Street, on the west side, from 250' to 310' north of the north line of Wood Street

Madison Street, on the west side, from MacArthur Avenue to 130' south of the south line of MacArthur Avenue between 8:00 a.m. and 5:00 p.m.

Main Street, on the east side, from 20' north to 68' north of the north line of Chestnut Street

Main Street on the east side from 40' south of the south line of Graham to 42' north of the north line of Graham

Main Street, on the east, from 30' south to 68' south of the south line of West Mulberry Street extended east to the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Main Street on the east side, from 50' south to 98' south of the south line of Market Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Main Street on the east side, from 35' to 80' south of the south line of Union

Main Street, 500 block north, on the east side, the seven regular parking spaces north of the handicapped parking space and the two "freight loading" spaces north of those seven spaces on dates when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Market Street, on the north side, from 30' to 50' east of the east line of Center Street

Market Street, on the north side, from 69' west to 92' west of the west line of East Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Market Street, on the north side, from 65' to 85' west of the west line of East Street

Mason Street, on the west side, from 75' to 155' south of the south line of Chestnut Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Mason, on both sides, from Front to Grove. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Mason, in the cul-de-sac south of Division

Insert: "Oak Street on both sides from Stewart to Bissell between 6:00 a.m. and 6:00 p.m., Monday through Friday"

Monroe Street, on the north side, from 30' east to 50' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Monroe Street, on the south side, from 75' east to 94' east of the east line of Main Street between 6:00 a.m. and 4:00 p.m., Monday through Friday.

Monroe Street, on the north side, from 30' east to 48' east of the east line of Center Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Olive Street, on the south side, from 88' to 158' west of the west line of Prairie Street

Parking Lot on southeast corner of Hinshaw at Market between 6:00 p.m. to 8:00 a.m.

Prairie Street, on the west side, from 30' to 80' north of the north line of Grove Street in the parkway

Roosevelt Street, on the west side from 100' to 200' north of the north line of Walnut Street

Roosevelt Street, on the east side, from Locust Street to a point 175' north between 2:30 p.m. and 3:30 p.m.

Roosevelt Street, on the west side from Grove to a point 110' south from 7:00 a.m. to 6:00 p.m. seven days a week. Vehicles displaying permits issued pursuant to Section 192.2 of this Chapter are exempt from towing.

Sale Barn Road - Main Street to Timberlake

State Street, on the east side, from Washington Street to a point 200' south

Truckers Lane, on both sides, Market to the north end

Valley View on both sides, from Wylie to west end

Washington on the south side from 20' to 45' east of the east line of Allin between 11:00 a.m. and 11:00 p.m.

Washington Street, on the north side, from 20' to 61' west of the west line of Madison Street, between 8:30 a.m. and 5:00 p.m.

Washington Street, on the east side, from 20' to 64' west of the west line of Mason Street, between 8:00 a.m. and Noon and 6:00 p.m. - 9:00 p.m.

Washington Street, on the south side, from 30' west to 77' west of the west line of Madison Street between 6:00 a.m. and 4:00 p.m., Monday through Friday

Washington Street, 100 block west, on the south side, on dated when vehicles for hire may legally operate as provided in Section 1002 of Chapter 40 of the Bloomington City Code, commencing at 10:00 p.m. and ending at 3:00 a.m.

Wood Street, on the south side, from 110' to 190' west of the west line of Gridley Street

Woodhill Towers as indicated in Exhibit A
(Ordinance No. 2012-56)