



CITY OF
BLOOMINGTON
WORK SESSION
MEETING
MARCH 27, 2017

AGENDA



CITY COUNCIL WORK SESSION MEETING AGENDA

CITY HALL COUNCIL CHAMBERS

109 EAST OLIVE STREET; BLOOMINGTON, IL 61701

MONDAY, MARCH 27, 2017; 5:30 PM

1. Call to Order
2. Roll Call
3. Public Comment
4. Presentation and discussion on an Ordinance Reducing Speed Limits on Fox Creek Road, West Oakland Avenue to Stonehedges Court. (*Presentation by Jim Karch, Public Works Director 10 minutes, Council discussion 30 minutes.*)
5. Adjourn (approximately 6:10 PM)



**WORK SESSION MEETING
AGENDA ITEM NO. 4**

FOR COUNCIL: March 27, 2016

SUBJECT: Presentation of Reducing Speed Limits on Fox Creek Road, West Oakland Avenue to Stonehedges Court.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities. Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 2a. Better quality roads and sidewalks. Objective 4a. Residents feel safe in their homes and neighborhoods. Objective 4e. Strong partnerships with residents and neighborhood associations.

BACKGROUND: When Fox Creek Road was built, its primary goal was to transport the traffic from the subdivisions west of the interstate to Veterans Parkway and back. It was built as a minor collector road which connects low traffic areas to high traffic areas. Its purpose has changed little over the years, providing access for residents to two schools, the Den at Fox Creek golf course, and several neighborhoods that continue to develop. The subdivisions have an estimated total of 1,200 homes and lots. In addition, there is the existing infrastructure for significant new development in the future. The current speed limit is 40 mph with golf cart non-regulatory advisory signs recommending that drivers slow down to 30 mph when approaching golf cart paths that connect various parts of the Den at Fox Creek Golf Course. The stretch of Fox Creek Road from West Oakland Avenue to Stonehedges Court is a two lane road with a bi-directional turn lane in the middle.

There are two Unit 5 Elementary Schools located off of Fox Creek as well. Pepper Ridge Elementary is located on Danbury Drive and has around 400 students enrolled each year. Fox Creek Elementary, located on Timberwolf Trail, also has around 400 students enrolled each year.

Residents have expressed concerned about possible speeding issues. The Public Works Department has been working closely with Alderman Sage and the residents on the issue. In the past 3 years, there have been 3 crashes from West Oakland Avenue to Stonehedges Court. However, it should be mentioned that none of the crashes were caused by excessive speeding. They were instead caused by distracted driving and bad weather according to police reports. The most recent concern was due to a car crash that happened in the 2900 block of Fox Creek Road on September 18, 2016. The northbound vehicle hit a light pole which caused the front passenger tire to fall off. This initial impact sent the car careening across the road, where it came to rest in the front yard of a residence.

The City has received complaints in the past about possible speeding on Fox Creek Road in this area. Many years ago, as a compromise with the residents, the City posted yellow “Golf Cart” advisory sign, with an advisory speed of 30 mph to warn approaching drivers about these paths. The original white 40 mph regulatory signs were left in their original places to inform drivers of the enforceable speed limit. Many residents were confused by this change, as they believed that



Figure 1 : Golf Course Advisory sign, located just outside of the Den Golf Course.

the “new speed limit signs” would replace the “old speed limit signs”. While the City has the right to place yellow advisory signs, they are only there to warn drivers of certain upcoming features that they might not be presently aware of. The accompanying yellow placards are advisory only, and as such, are not enforceable by the police. Overall, no speed limit change was made at the time, and it remains at 40mph. Council action is required to reduce the posted speed limit.

Upon receiving a citizen request, and concerted interest expressed by the City Manager and Alderman Sage, Public Works reviewed the speed limit and considered various options including the following:

- Option 1: Leaving the speed limit at its’ current 40 mph
- Option 2: Lowering the speed limit to 35 mph (Public Works recommendation)
- Option 3: Lowering the speed limit to the statutory 30 mph (City Manager’s recommendation)

Option 1: Leave the speed limit at the current 40 mph

Three speed studies have been conducted near Crooked Creek Road intersection facing Knollbrook Way since 2000; in 2001, in 2007, and 2012.

Date	2001	2007	2012
85 th Percentile Speed	42	40	42
Violation Rate	22	14	22

This shows that the average speed has stayed relatively the same over the past sixteen years, and that the violation rates have stayed constant during that time frame as well. Historically, it is the City’s practice to establish speed limits based on professional traffic standards that start with the assessment of the road’s 85th percentile, or the speed that 85% of vehicles do not exceed. Other factors are then considered such as the amount of driveways and on street parking. These professional standards to establish speed limits are well known and recommended methods employed by agencies such as the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA) and other municipalities nationwide. It is traditionally how transportation professionals base their recommendation. However, the 85th percentile method is a recommendation, not a mandate, and other factors can impact speed limits. Additionally, State

law provides for “statutory” speed restrictions that control in the absence of “altered” speed limits enacted at the local level. The City Council is allowed to set the Fox Creek Road speed limit as the default statutory limit of 30mph based on State law. The City Council may reduce the Fox Creek Road speed limit to the urban street default statutory limit if it chooses.

When the City uses the 85th percentile to determine speed limits, the results are rounded to the nearest 5 mile increment. The 85th percentile in all three speed studies would be rounded down to 40 mph, which is the current altered speed limit on Fox Creek Road. The average violation rate is around 19 percent, which would be considered a low violation rate. Normally, the violation rate has to be at 50 percent or above before it can be considered a problem. The crashes in the area are also caused primarily by other variables, with none of the crashes referenced having speeding as a primary factor. In addition, the amount of crashes along this stretch of pavement does not reach the threshold where there would be concerns. While every crash is a concern, there does need to be a threshold for consideration of alternative measures. Every crash in the City does not mean that changes to the street need to be made. It should be noted that the 85th percentile and the violation rate give the speed based primarily off of what residents feel comfortable driving.

Option 2: Lower the speed limit to 35 mph (Public Works recommendation)

Public Works recommendation is that the speed limit be lowered to 35 mph from Stonehedges Court to Oakland Avenue. Staff is only recommending that the speed limit be changed within the assessment area of Stonehedges Court to Oakland Avenue, and is not recommending speed limit changes outside of this area at this time.

The 2012 data was re-examined and was altered to include the fact that parking is allowed on one side of the street. Variables such as the driveways of businesses and homes were also included when adjusting the data. This altered data with the parking factored into the speed equation showed that the speed limit could be reduced to 35 mph. Staff believes that this is the best option, because it includes the highest amount of variables possible to create a justified reason to lower the speed limit. It is also a reasonable compromise between residents’ desires and hard data and is an enforceable speed limit.

Fox Creek Road’s purpose has changed little over the years. As mentioned above, there is existing infrastructure for significant new development in the future. As the City of Bloomington continues to grow, it is Staff’s desire to provide a good transportation network that includes arterial, collector and residential roads. Staff has taken this future development into consideration when providing their recommendation.

The Public Works Department is comprised of professional staff who take the professional standards and principals into consideration with every decision that they make. Staff not only looks at decisions and possible issues within the next five years, but within the next 50 years to prevent issues for future generations. However, Staff also recognizes the council’s ability to provide for the statutory limit.

Option 3: Lower the speed limit to 30 mph (City Manager’s recommendation)

Based on public safety principles; the mostly residential nature, including driveways, golf cart paths, and on-street parking of Fox Creek Road from west Oakland Ave to Stonehedges Court; the City’s recent adoption of Complete Streets; and because the City would simply be removing

its previous “alteration” of the State’s statutory speed limit, the City Manager is recommending that the speed limit on Fox Creek Road from west Oakland Ave to Stonehedges Court be reduced to 30mph.

According to State Law and IDOT’s Policy on Establishing and Posting Speed Limits on the State Highway systems, 30 mph is the statutory speed limit on all streets and highways inside urban districts, with the exception of alleys.

Contrary to the City’s practice, the Town of Normal has a practice of maintaining speed limits lower than the 85th percentile even on large volume streets. This is evident on Hershey Road where in Normal the speed limit is posted 30mph North of Fort Jesse Road and along Airport Road north of Fort Jesse Road where the speed limit is posted 35mph. This inconsistent practice can lead to confusion for the motorist, increased issuance of speeding tickets in one city and public consternation over the lack of uniformity in speed standards between the two cities. It does appear that Normal has more broadly posted many of their collector and arterial streets consistent with the State’s statutory standard of 30mph in urban areas.

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes. An increase in average speed of approximately 1mph typically results in a 3% higher risk of a crash involving injury, with a 4-5% increase for crashes that result in fatalities. The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car traveling at 30km/h (approximately 18mph) or below, but less than 50% chance of surviving an impact at 45km/h (approximately 25mph). Bottom line, decreases in traveling speed would lead to a reduction in road crashes. (See attached document entitled “Facts, Road Safety and Speed”).

The speed limits on either side of Stonehedges and Oakland are 40 and 45 mph respectively. Many residents also have brought up the fact that while they believed that the speed limit should be lowered, the new speed limit also needed to be enforceable. Some were concerned that should the speed be lowered to 30 mph, people would not be able to comfortably transition from the 40 mph to the 30 and back again.

As the Fox Creek area is primarily residential, but with room for development in the future, Staff is requesting additional direction from the Council on this topic.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Letters were sent out informing residents who live directly on Fox Creek Road of a Public Meeting on March 7th, 2017. Letters were also sent out to Alderman Sage, the Chairwoman of the Fox Creek Neighborhood Association, the Principals of Fox Creek Elementary and Pepper Ridge Elementary, and the Superintendent of Unit 5. Message boards were also placed along Fox Creek Road informing residents about the meeting. The Meeting was hosted at the Den on Fox Creek Clubhouse, and was primarily a listening session so that the Engineering Department and Alderman Sage could hear resident’s concerns with the speed limit on Fox Creek Road. A secondary letter was sent out informing the previous parties of the changed date when the memo was to be presented to the

Council. An email was sent out to the residents that attended the Public Meeting with the same information.

FINANCIAL IMPACT: Should the Ordinance be approved, the only change would be replacing any speed limit signs in place on that section of the roadway. This will all be completed in house by Public Works staff. Sufficient funds are available in the Street Maintenance-Street Signs account (10016120-71093). Stakeholders can locate this in the FY 2017 Budget Book titled “Overview & General Fund” on page 364.

NUMBER OF REQUIRED VOTES TO APPROVE THE ITEM:

Respectfully submitted for Council consideration.

Prepared by: Natalie Lade, Miscellaneous Technician, Public Works

Reviewed by: Jim Karch, P.E CMF, Director of Public Works

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

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- PW 7B EXIHIBIT Citizen Fox Creek Rd. Speed Limit Signage Report
- PW 7C EXHIBIT Fox Creek Public Meeting Letter
- PW 7D EXHIBIT Fox Creek General Information Handout
- PW 7E EXHIBIT Fox Creek Feedback 1
- PW 7F EXHIBIT Fox Creek Feedback 2
- PW 7G EXHIBIT Fox Creek Feedback 3
- PW 7H EXHIBIT Fox Creek Feedback 4
- PW 7I EXHIBIT Fox Creek Feedback 5
- PW 7J EXHIBIT Letter to Residents: Fox Creek Update
- PW 7K EXHIBIT Fox Creek Road Speed Study
- PW 7L EXHIBIT Facts, Road Safety and Speed
- PW 7M MAP Map of Affected area

Fox Creek Road Speed Limit Signage Report

Study of Fox Creek Road, between Veterans Parkway and Scottsdale Avenue

Photos shot Dec. 20, 2016

Weather Conditions: sunny, cold, recent ice and snow

West/South-bound

East/North-bound

Addendum

Pages 2-6

Pages 7-10

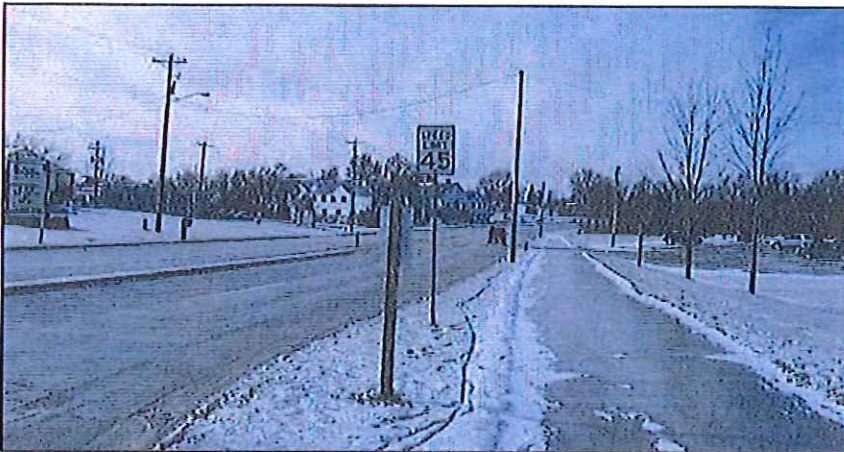
Page 11

Compiled by Matt Wing
2918 Fox Creek Road
Bloomington, Illinois 61705
(309) 530-0538
mjwing@ilstu.edu

Fox Creek Road, West/South-bound Beginning at Veterans Parkway



- 45 mph sign
- located just west of intersection of Veterans Parkway and Fox Creek Road, next to Crown Realty building



- 45 mph sign
- located just west of intersection of Springfield Road and Fox Creek Road; located east of Williams & Swee building and directly across the street from Niepagen Garden Center



- 45 mph sign
- located west of Casey's General Store and east of the I-55/74 overpass; left-turn only lane to Beich Road is visible in photo



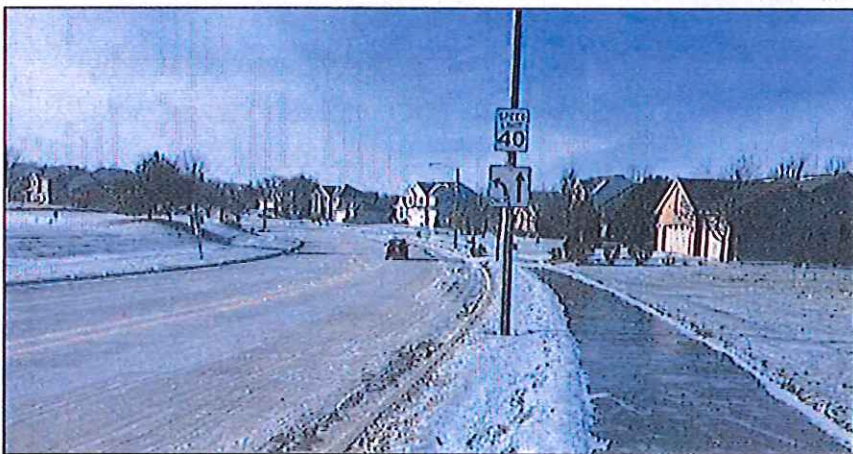
- 30 mph playground sign
- located just west of intersection of Beich Road and Fox Creek Road, and Bellas Landscaping; lights for baseball diamonds on south side of road are visible in background



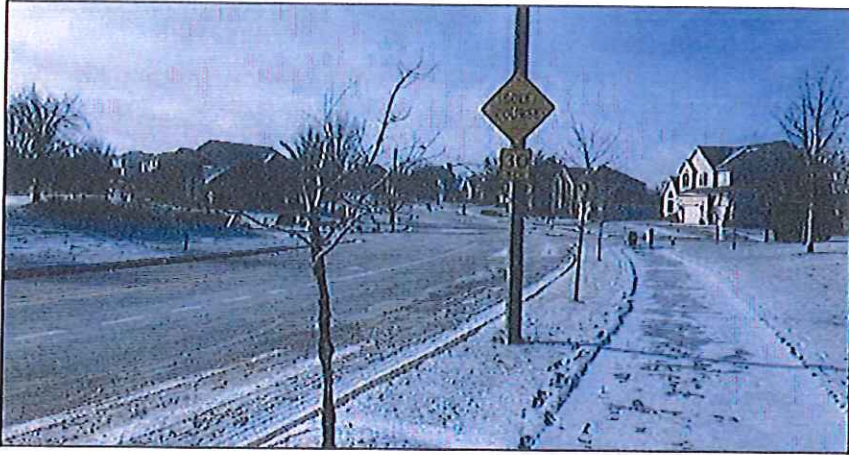
- 45 mph sign
- located between entrances to Pepper Ridge (southeast), Fox Hollow (north) and Fox Lake (south) neighborhoods; intersection of Savanna Road and Fox Creek Road is visible ahead



- 45 mph sign
- located west of intersection of Monica Lane and Fox Creek Road



- 40 mph sign
- located east of intersection of Oakland Avenue and Fox Creek Road at entrance to Fox Creek neighborhood; beginning of S-curve
- 30 mph golf course sign is visible ahead



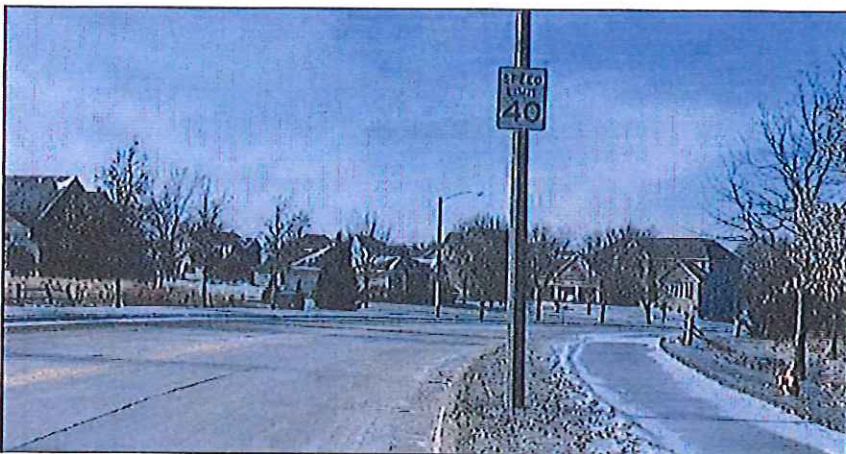
- 30 mph golf course sign
- located east of intersection of Crooked Creek Road and Fox Creek Road; still in S-curve



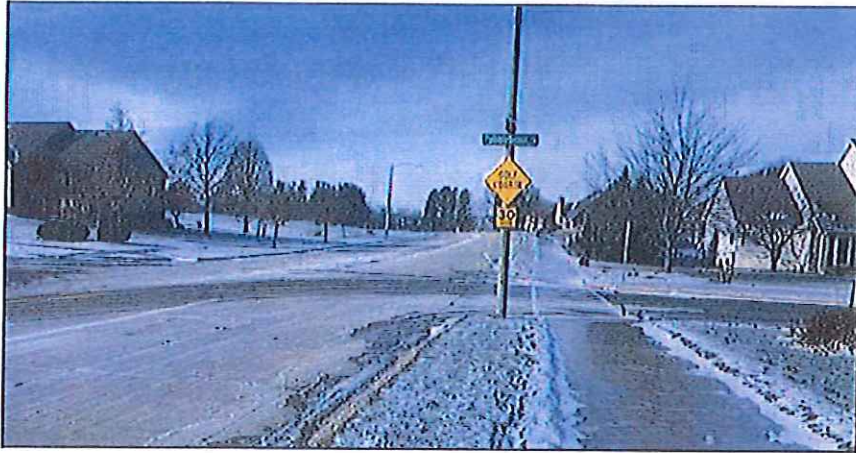
- 30 mph golf course sign
- located between 2911 and 2913 Fox Creek Road; still in S-curve



- 30 mph golf course sign
- located between 2921 and 2923 Fox Creek Road; The Den at Fox Creek Golf Course parking lot visible ahead on left; still in S-curve



- 40 mph sign
- located directly across the street from golf course parking lot and clubhouse; still in S-curve



- 30 mph golf course sign
- located at intersection of Pebblebrook Court and Fox Creek Road; still in S-curve



- 40 mph sign
- located west of intersection of Stonehedges Court and Fox Creek Road; still in S-curve



- 40 mph sign
- located west of intersection of Blue Ash Court and Fox Creek Road; end of S-curve



- 40 mph sign
- located farther west on Fox Creek Road



- 40 mph sign
- located farther west on Fox Creek Road

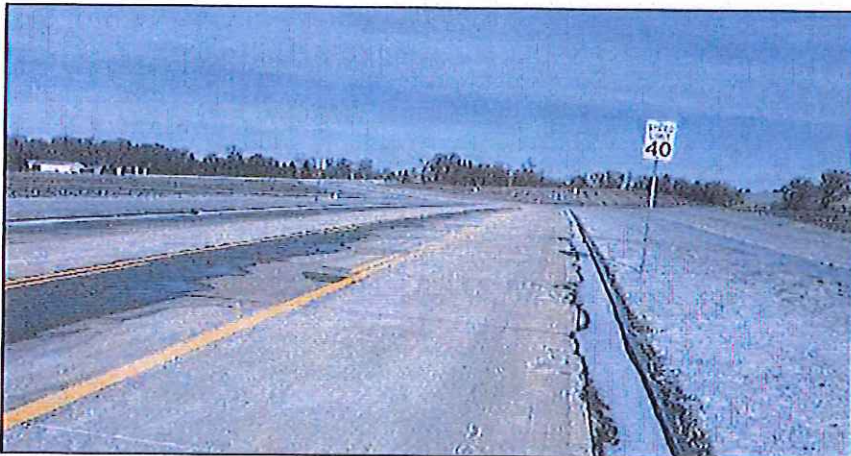


- 20 right turn sign
- located north of intersection of Scottsdale Avenue and Fox Creek Road; this is the final speed limit sign/advisory heading west on Fox Creek Road from Veterans Parkway

Fox Creek Road, East/North-bound Beginning at Scottsdale Avenue



- 40 mph sign
- located northbound coming from intersection of Scottsdale Avenue and Fox Creek Road; this is the first speed limit sign northbound on Fox Creek Road



- 40 mph sign
- located farther north on Fox Creek Road, coming from intersection of Scottsdale Avenue and Fox Creek Road



- 40 mph sign
- located farther north on Fox Creek road, coming from intersection of Scottsdale Avenue and Fox Creek Road; beginning of S-curve



- 40 mph sign
- located directly across the street from intersection of Blue Ash Court and Fox Creek Road; still in S-curve, approaching Fox Creek Road neighborhood



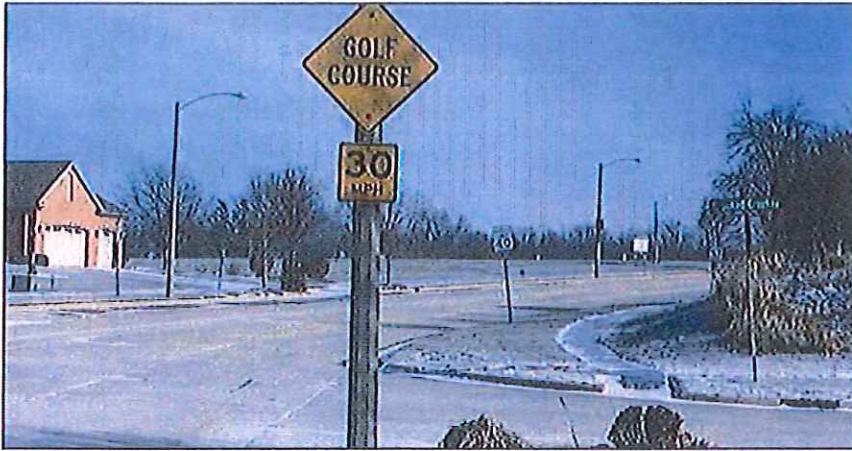
- 40 mph sign
- located between intersection of Blue Ash Court and Fox Creek Road, and intersection of Stonehedges Court and Fox Creek Road; still in S-curve, approaching Fox Creek Road neighborhood



- 40 mph sign
- located east of intersection of Knollbrook Way and Fox Creek Road; golf course parking lot and clubhouse are visible ahead on right; still in S-curve
- sign for 30 mph golf course is visible ahead



- 30 mph golf course sign
- located directly in front of golf course parking lot and clubhouse; still in S-curve



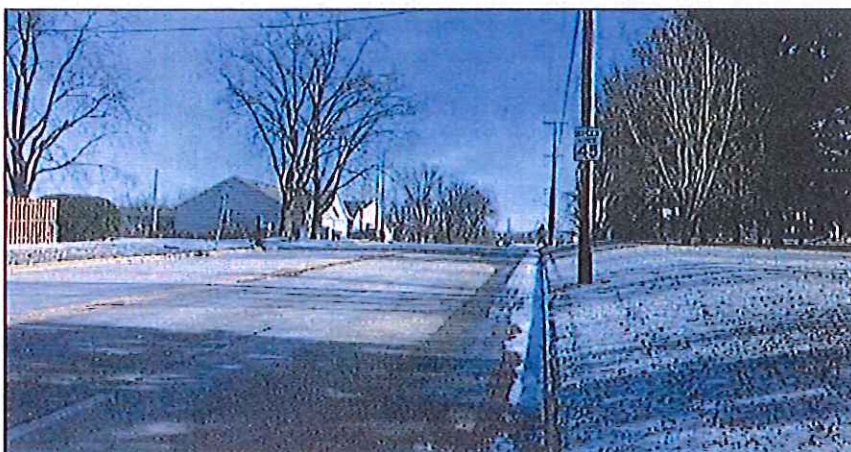
- 30 mph golf course sign
- located at intersection of Crooked Creek Road and Fox Creek Road; still in S-curve
- 40 mph sign is visible across the street



- 40 mph sign
- located east of intersection of Crooked Creek Road and Fox Creek Road, and west of intersection of Oakland Avenue and Fox Creek Road; still in S-curve



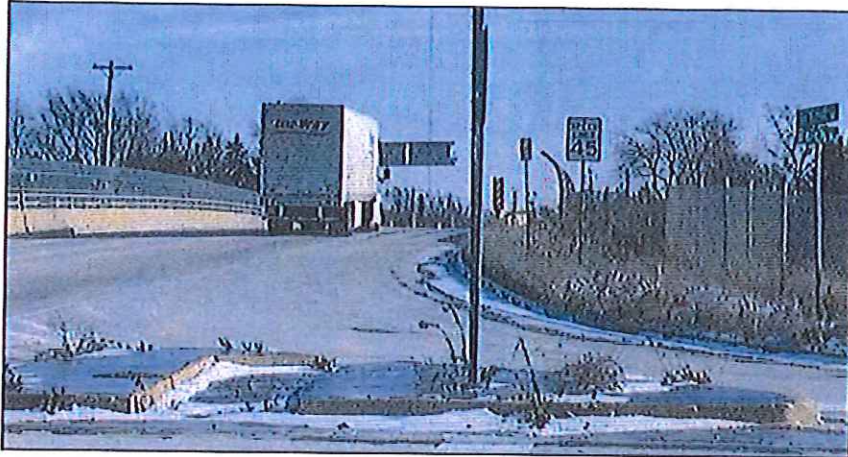
- 45 mph sign
- located across the street from intersection of Oakland Avenue and Fox Creek Road; end of S-curve



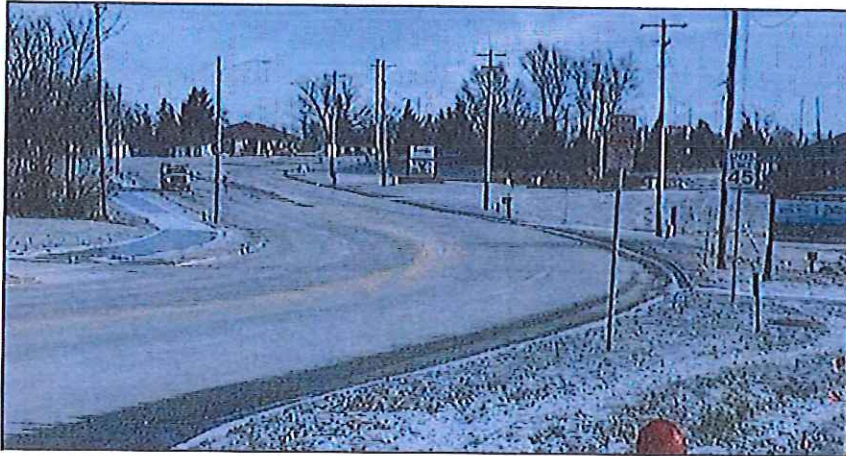
- 45 mph sign
- located east of intersection of St. Ivan's Circle and Fox Creek Road



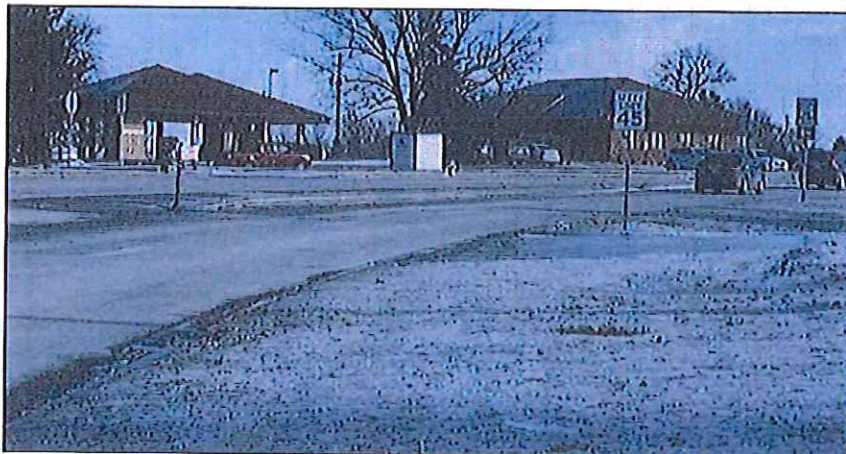
- 30 mph playground sign and 45 mph sign
- located east of intersection of Danbury Drive and Fox Creek Road
- distance between signs is approx. 30-40 feet
- baseball fields are located ahead on the right



- 45 mph sign
- located east of intersection of Beich Road and Fox Creek Road, and west of I-55/74 overpass



- 45 mph sign
- located in front of Niepagen Garden Center, across the street from Casey's



- 45 mph sign
- located at intersection of Springfield Road and Fox Creek Road, approaching intersection with Veterans Parkway

Addendum

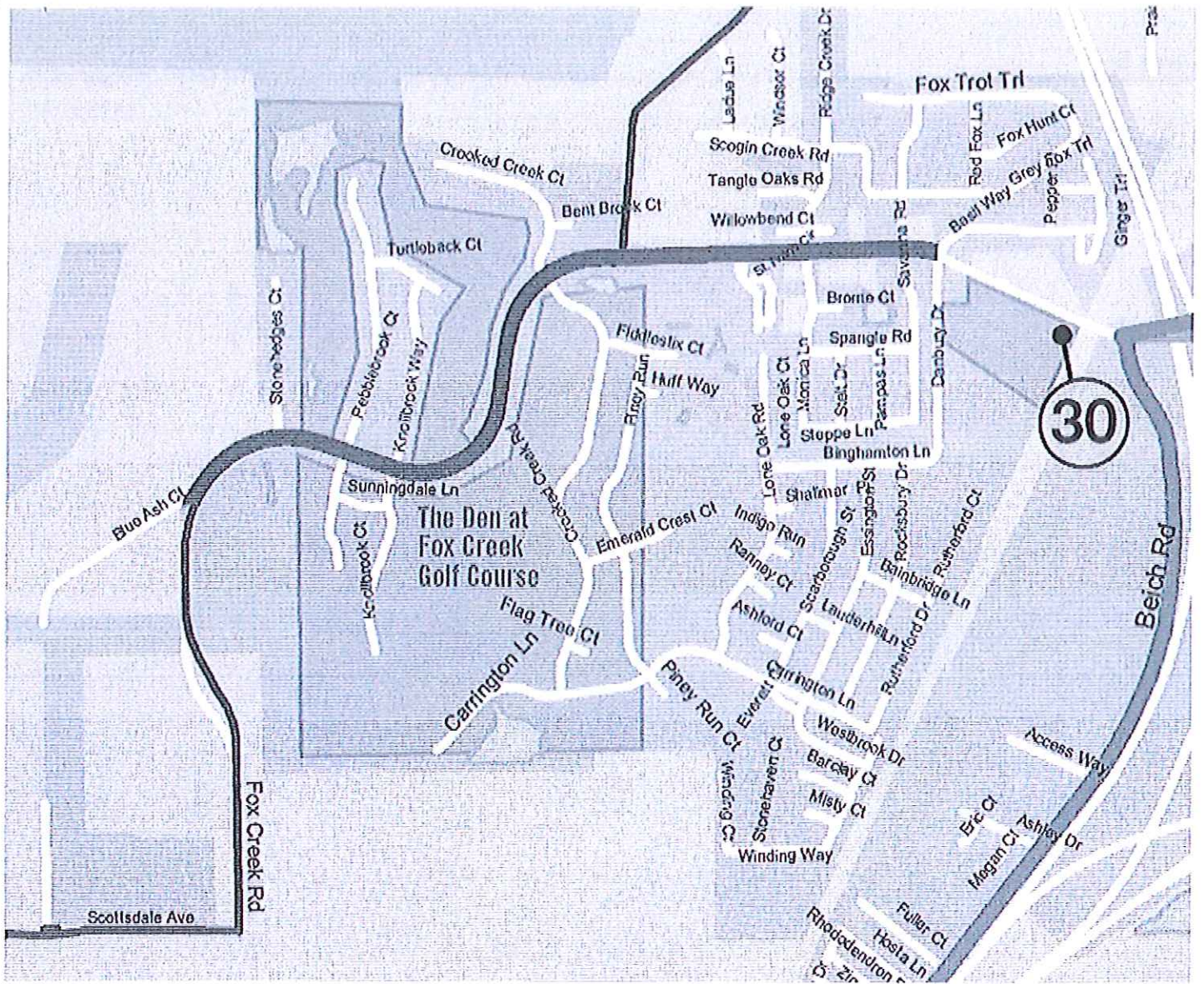


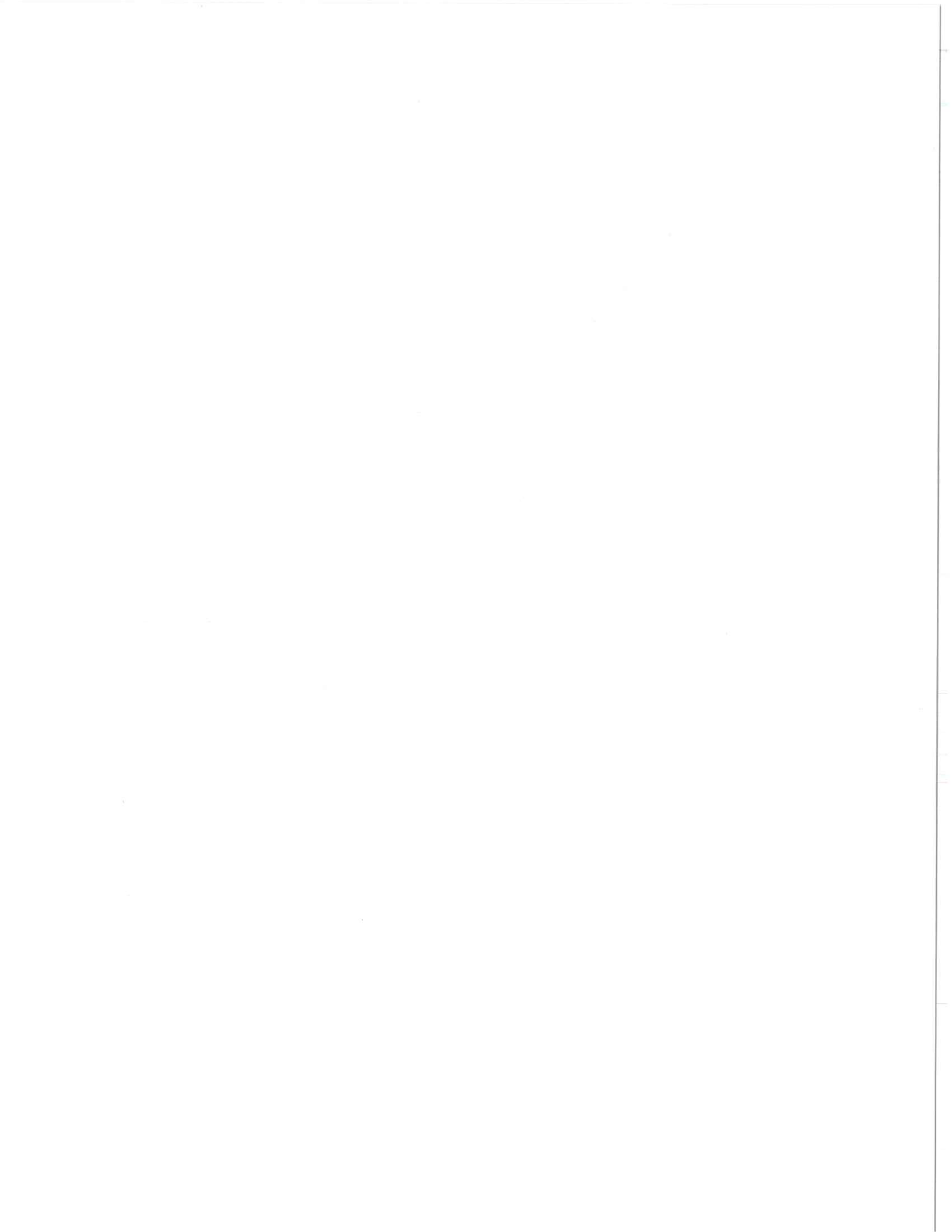
- 35 mph sign
- located westbound on Hamilton Road, traveling from Main Street



- 35 mph sign
- located westbound on Hamilton Road, traveling from Main Street, closer to Morris Avenue









Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

Date: 2/28/2017

Dear neighbors:

On March 7th, 2017, at 6:30p.m., the City of Bloomington will be hosting a Public Meeting at the Den at Fox Creek Clubhouse (3002 Fox Creek Road) in regards to the possible speed limit change on Fox Creek Road from West Oakland Avenue to Stonehedges Court. We welcome your perspectives as we discuss this possible change. We will be using this opportunity to hear from residents on concerns and to educate residents about how speed limits are decided. This issue is scheduled to be presented at the City Council at 5:30 PM on March 20, 2017, at City Hall during the Committee of the Whole meeting. We will also be giving an update on the Fox Creek Bridge Reconstruction Project at this Public Meeting.

Should you have any questions or concerns, please feel free to contact Kevin Kothe, City Engineer at 434-2225.

Thank you for your valuable time.

Respectfully,

Jim Karch, P.E., CFM
Director of Public Works
City of Bloomington
115 E. Washington St. PO BOX 3157
Bloomington, IL 61702-3157
jkarch@cityblm.org

"Providing good stewardship of the public infrastructure and equipment safely through competitive services and excellent customer relations."

Fox Creek Road Speed Limit General Information

Background

Purpose of Fox Creek Road

- When Fox Creek Road was built, its primary goal was to transport the traffic from the subdivisions west of the interstate to Veterans Parkway and back. It was built as an arterial road since it is an area of high traffic. Its purpose has changed very little over the years, providing access for residents to two schools, a golf course, and several neighborhoods that are continuing to develop.
- The current speed limit is 40 mph with golf cart advisory signs recommending that drivers slow down to 30 mph when approaching golf cart paths.
- The stretch of Fox Creek Road from West Oakland Avenue to Stonehedges Court is a two lane road with a bi-directional turn lane in the middle.

Schools

- Pepper Ridge Elementary is a Unit 5 school, located on Danbury Drive. It has around 400 students enrolled each year. Danbury Drive connects directly to Fox Creek Road, and has the only entrance to Pepper Ridge Elementary.
- Fox Creek Elementary, located on Timberwolf Trail, is also a Unit 5 School. It also has around 400 students enrolled each year.

Golf Course

- The Den at Fox Creek last year served an estimated 20,000-30,000 groups, either through rounds of golf or other events hosted at the clubhouse
- Approximately 14,000 golf carts were rented last year

How Speeds are Determined

Historically, it is the City's practice to establish speed limits based on a speed study's 85th percentile, or the speed that 85% of vehicles do not exceed. The use of the 85th percentile to establish speed limits is a well-known and often recommended method employed by agencies such as the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), and other municipalities nationwide. However, the 85th percentile method is a recommendation, not a mandate, and other factors can impact speed limits. Additionally, State

law actually sets “general” speed restrictions that control in the absence of “altered” speed limits enacted at the local level. Fox Creek Road’s general limit is 30 mph.

Speed Studies

Three speed studies have been conducted near Crooked Creek Road intersection facing Knollbrook Way since 2000; one in 2001, one in 2007, and 2012.

Date	2001	2007	2012
85 th Percentile	42 mph	40 mph	42 mph
Violation Rate	22%	14%	22%

This shows that the average speed has stayed relatively the same over the past sixteen years, and that the violation rates has stayed constant during that time frame as well. When the City uses the 85th percentile to determine speed limits, the results are rounded to the nearest 5 mile marker. The 85th percentile in all three speed studies would be rounded down to 40 mph, which is the current altered speed limit on Fox Creek Road. The average violation rate is around 19 percent, which would be considered a very low violation rate. Normally, the violation rate has to be at 50 percent or above before it can be considered a problem. This research shows that 40 mph is the correct speed limit when we use the methods that have determined a majority of the City’s altered speed limits.



Figure 1: Yellow Golf Course Advisory sign and White Speed Limit sign

Golf Course Advisory Signs

The City has received complaints in the past about possible speeding on Fox Creek. Golf cart paths cross Fox Creek, and many have berms on both sides of the path, reducing visibility for both the drivers of the golf carts and automobiles. As a compromise with the residents, the City posted yellow



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

“Golf Course” advisory sign, with a recommended speed of 30 mph to warn approaching drivers about these paths. The original white 40 mph signs were left in their original places to inform drivers of the enforceable speed limit. Many residents were confused by this change, as they believed that the “new speed limit signs” would replace the “old speed limit signs.” While the City has the right to place yellow advisory signs, they are only there to warn drivers of certain upcoming features that they might not be presently aware of. The accompanying yellow advisory speed limit signs are recommended only, and as such, are not enforceable by the police. Overall, no speed limit change was made at that time, and it remains at 40 mph.

Should you have any other questions, please contact the Public Works Department at (309)-434-2225.



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225

Feedback:

Fox Creek Speed Limit Change Public Meeting— 03/07/2017

Comments:

in past 3 years, 2 cars have lost control & ended up in peoples yards on Fox Creek, right where kids could have been playing.

why is Fox Creek different than the section of Hamilton that was reduced to 35mph a few years ago?

they have more lanes, fewer curves, fewer houses and larger easement between road & sidewalk/trail.

we are similar to the stretch of Hershey that was recently reduced in speed

the speed studies are inherently biased. if the posted speed limit is 40, of course people are going 40. We are saying 40 is not safe. those 15% exceeding 40 are the problem.

*** Note—Please return feedback form to the Public Works Department by Friday, March 17, 2017. ***

Name: Kasi Golden	Address: 2901 Fox Creek Rd, BLM 4705
Phone:	Email:

Feedback: Fox Creek Speed Limit Change Public Meeting – 3/7/17

As a resident of the Fox Creek neighborhood, I attended the meeting out of curiosity to be informed of the issues and what is being proposed. I do not live on Fox Creek Road, I live on Stonehedges Ct. so travel all the way down Fox Creek Rd multiple times a day. Thus my perspective is a little different than those living in the few homes directly on Fox Creek.

Concerns were raised by a handful of families that live directly on Fox Creek Rd regarding the speed in front of their homes. I'm not aware of many traffic incidents along that stretch of road, however there was one that was mentioned regarding a car that came to land in someone's front yard, resulting in this request for speed limit change. It was also mentioned that this incident may have been due to distracted driving. Suggestions were made by those residents on how to handle what they perceive to be a problem.

1. Speed Limit decrease – This is probably a valid idea. Slowing traffic down a little would not be difficult to do. I think it would be reasonable to have a posted limit of 30 or 35. Someone suggested lowering the limit all the way from Veterans. This idea has merit, traffic would already be a little slower coming into the neighborhood. Instead of 45 mph coming in, maybe 35 or 40 would help. It can be difficult to get in and out of Casey's certain times of day, so that would help there too. However 30 mph the entire way would be too slow and would just be forcing people to violate the posted limit.
2. Speed Bumps – NOT A GOOD IDEA! Fox Creek Road is the only artery in and out of the neighborhood. Every school bus, snowplow, moving van, service truck and individual resident would need to get over these. Living on Stonehedges I would have no choice but to cross every bump every time I go in and out of the neighborhood. Even if the speed limit was 30 mph, I've never seen a speed bump you could get over at 30 mph, most require nearly stopping to slowly get over. Not a good idea on the main drag, we wouldn't put these on other main drags in town like Veterans or Hershey. I don't really think those residents would like the engine noise the cars and trucks make as they rev up each time they accelerate after getting over the bumps either.
3. Roundabouts – An expensive and unnecessary solution. Waste of city money, the problem is only an issue to about 20 households. Others mentioned they are getting "killed" by the property taxes and don't want to see an increase there.
4. Increased traffic enforcement – If the speed limit is lowered it might be worth having police presence while people get used to the new speed. Otherwise, the city police officers have plenty to do rather than sitting in a low crime area issuing traffic tickets.

Ultimately these homeowners carry responsibility as they bought a home on a major artery street and should expect to have fast moving traffic going past their house. If a guy wants to play catch with his kids in his front yard while traffic is roaring by, that is his prerogative, but if it were me, I'd use the backyard with my small children. Traffic was one of the reasons we chose a house on a side street.

(Written by Becky Ford, 24 Stonehedges Court)



Public Works Department
 116 E. Washington St., PO BOX 3167
 Bloomington, IL 61702-3167
 Phone: 309-434-2225

Feedback:

Fox Creek Speed Limit Change Public Meeting— 03/07/2017

Comments:

The problem is not the posted speed limits on Fox Creek Rd- the problem is speeders. Driving 10 mph over the limit here is standard. Mini-vans with moms and kids in car seats, pickup trucks with farmers, residents in SWBRA, golfers in sport and luxury cars, all speed down the hill from the Fox Creek Den Golf Course to Crooked Creek intersection. Pulling out from Crooked Creek towards the east is often fun and challenging.

Enforcement is the answer, hopefully self-regulation, because if you set up a speeder enforcement zone all my neighbors, and maybe me, will get speeding tickets. But on the other side, there is a bus stop at Fox Creek and Crooked Creek roads and it is a safety prevention issue.

Thank you!

*** Note—Please return feedback form to the Public Works Department by Friday, March 17, 2017, ***

Name: SCOTT Denton, MD	Address: 2708 Piney Run 61705
Phone:	Email:



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225

Feedback:

Fox Creek Speed Limit Change Public Meeting— 03/07/2017

Comments:

I would like to see the speed limit on Fox Creek Rd., between Oakland Ave. and Stonehedges Ct., lowered to 30 mph. This is a residential stretch of road and there is not another comparable two-lane, residential road in all of Bloomington that has a 40 mph speed limit. Additionally:

- This is a winding stretch of road w/ limited sight lines
 - School buses pick up / drop off kids who have to cross street
 - Mailboxes on only one side of the road
 - The frequently-used Constitution Trail runs alongside
 - This stretch already features 6 30 mph advisories
- But, most importantly, it is a residential neighborhood road. I urge the City to be proactive here and make this change before we have more close calls or something worse happens.

*** Note—Please return feedback form to the Public Works Department by Friday, March 17, 2017. ***

Name: <u>Matt Wing</u>	Address: <u>2918 Fox Creek Rd.</u>
Phone:	Email:



Public Works Department
 115 E. Washington St., PO BOX 3157
 Bloomington, IL 61702-3157
 Phone: 309-434-2226

Feedback:

Fox Creek Speed Limit Change Public Meeting— 03/07/2017

Comments:

I would like to see the speed limit reduced on Fox Creek Road to 30mph beginning at the intersection of Fox Creek Road and Danbury Dr. This intersection begins the residential area in which driveways are used to enter and exit onto Fox Creek Road. Many people can be seen walking, running and riding bicycles along Fox Creek Road. The most dangerous intersections include where Fox Creek Road intersects Danbury Dr. and also where it intersects Crooked Creek Road, as they are both located on a curve. Motorists turning onto Fox Creek Road from those roads are unable to see traffic coming around these two curves on Fox Creek Road, creating a dangerous situation. This is especially the case for children who need to cross Fox Creek Road to get to the bus stop located at Fox Creek Road and Crooked Creek Court. As a parent at this bus stop, I have witnessed children crossing Fox Creek Road. They are unable to see around the curve as motorists are traveling at 40 mph plus. Motorists should not be allowed to travel through a residential neighborhood at a speed comparable to that of Veteran's Parkway. Please consider reducing the speed limit to 30mph on Fox Creek Road for the safety of our children getting to and from school as well as playing in our neighborhoods.

*** Note—Please return feedback form to the Public Works Department by Friday, March 17, 2017. ***
 Thank you!
 Tara Frank

Name: Tara Frank	Address: 19 Crooked Creek Ct. Blm.
Phone:	Email:



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

March 14, 2017

Dear neighbors,

On March 7th, 2017, at 6:30p.m., the City of Bloomington hosted a Public Meeting at the Den at Fox Creek Clubhouse in regards to the possible speed limit change on Fox Creek Road from West Oakland Avenue to Stonehedges Court. This was a listening session to get input from the residents on the issue. We thank you for your perspectives and would like to give you an update on the situation. After hearing your comments and concerns, we will be taking some additional time to review the possible change. As such, this item will no longer be presented to the City Council on March 20th. Instead, it will be discussed during a Work Session on Monday, March 27, 2017. This session will be open to the public. Additional information about meeting times will be available on the City's website by Friday, March 24th. Citizens are invited beforehand to fill out a comment form if they wish to address the Council during the work session. We would like to thank you for your continued patience as we work to find the best possible solution.

Should you have any questions or concerns, please feel free to contact Kevin Kothe, City Engineer at 434-2225.

Thank you for your valuable time.

Respectfully,

Jim Karch, P.E., CFM
Director of Public Works
City of Bloomington
115 E. Washington St. PO BOX 3157
Bloomington, IL 61702-3157
jkarch@cityblm.org

"Providing good stewardship of the public infrastructure and equipment safely through competitive services and excellent customer relations."

**ESTABLISHMENT OF SPEED ZONE
DISTRICT 5**

ROUTE: FOX CREEK RD. FROM: CROOKED CREEK RD.
 TO: PEBBLEBROOK CT. LENGTH: 2580 +/- (0.49 MILES)
 CITY: BLOOMINGTON COUNTY: MCLEAN

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE
<u>1</u>	<u>46</u>	<u>44</u>
<u>2</u>	<u>46</u>	<u>38</u>

V ACCESS CONFLICTS

RESIDENTIAL DRIVES:	<u>24</u> X 1 = <u>24</u>
SMALL BUSINESS DRIVES:	<u>5</u> X 5 = <u>25</u>
LARGE BUSINESS DRIVES:	<u>0</u> X 10 = <u>0</u>
ACCESS CONFLICT NO. TOTAL:	<u>49</u>
STUDY LENGTH: <u>49</u> (MILES)	= <u>98</u> CONFLICTS / MILE
	<u>0.5</u>

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
<u>1</u>	<u>NA</u>	<u>NA</u>
<u>2</u>		
<u>3</u>		
<u>4</u>		
<u>5</u>		

VI MISC. FACTORS

PEDESTRIAN VOLUME:	<u>NA</u>
HIGH-CRASH LOCATION:	YES <u>X</u> NO
PARKING PERMITTED:	<u>X</u> YES NO

III PREVAILING SPEED

85 TH % AVG.:	<u>46</u> MPH
UPPER LIMIT OF 10 MPH PACE:	<u>41</u> MPH
TEST RUN AVE.:	<u>NA</u> MPH
PREVAILING SPEED:	<u>43.5</u> MPH

VII PREVAILING SPEED ADJUSTMENT

PARKING

DRIVEWAY ADJUSTMENT:	<u>10</u> %
PEDESTRIAN ADJUSTMENT:	<u>5</u> %
CRASH ADJUSTMENT:	<u>NA</u> %
TOTAL (MAX 20%):	<u>15</u> %
<u>43.5</u> MPH X <u>15</u> % = <u>6.525</u>	
(Prevailing Speed) (adjust.)	(Max. 9 MPH)
ADJUSTED PREVAILING SPEED:	<u>36.98</u>

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>40</u> MPH
VIOLATION RATE:	<u>36</u> %
ADJACENT ZONE N or W:	<u>40</u> MPH
LENGTH:	MILES
ADJACENT ZONE S or E:	<u>45</u> MPH
LENGTH:	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>35</u> MPH
ANTICIPATED VIOLATION RATE:	<u>70</u> %
RECOMMENDED BY:	<u>BILL GIVEN'S</u>
DATE:	<u>3/8/2017</u>
APPROVED BY:	
DATE:	

facts

Road safety - Speed

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes.

Excess speed is defined as exceeding the speed limit. Inappropriate speed is defined as driving at a speed unsuitable for the prevailing road and traffic conditions. Excess and inappropriate speed are responsible for a high proportion of the mortality and morbidity that result from road crashes. In high-income countries, speed contributes to about 30% of deaths on the road, while in some low-income and middle-income countries, speed is estimated to be the main contributory factor in about half of all road crashes.

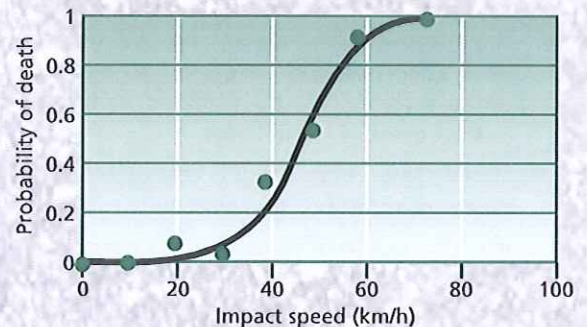
Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims.

HOW DOES SPEED AFFECT TRAFFIC COLLISIONS AND INJURY?

- The higher the speed of a vehicle, the shorter the time a driver has to stop and avoid a crash. A car travelling at 50 km/h will typically require 13 metres in which to stop, while a car travelling at 40 km/h will stop in less than 8.5 metres.
- An increase in average speed of 1 km/h typically results in a 3% higher risk of a crash involving injury, with a 4–5% increase for crashes that result in fatalities.
- Speed also contributes to the severity of the impact when a collision does occur. For car occupants in a crash with an impact speed of 80 km/h, the likelihood of death is 20 times what it would have been at an impact speed of 30 km/h.

- The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h. Pedestrians have almost no chance of surviving an impact at 80 km/hr.

Pedestrian fatality risk as a function of the impact speed of a car



Source: Pasanen E, 1991.

WHAT FACTORS AFFECT SPEED?

Drivers' speed choice is influenced by a number of factors that can be considered as:

- driver-related factors (age, gender, alcohol level, number of people in the vehicle);
- those relating to the road and the vehicle (road layout, surface quality, vehicle power, maximum speed);
- traffic- and environment-related (traffic density and composition, prevailing speed, weather conditions).



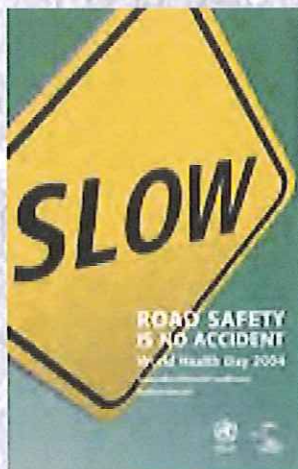
WHAT CAN BE DONE TO MANAGE THE ADVERSE EFFECTS OF SPEED?

A number of interventions have been identified to be effective in the management and control of vehicle speed:

- Setting and enforcing speed limits are two of the most effective measures in reducing road traffic injuries.
- Studies suggest that a 1 km/h decrease in travelling speed would lead to a 2–3% reduction in road crashes.
- Experience in many countries has shown that the introduction of speed limits will only have a short lived effect on reducing speeds unless accompanied by sustained, visible enforcement of these limits.
- Speed cameras are a highly cost-effective means of reducing road crashes.
- In some countries, speed limits are posted that vary according to weather, traffic conditions, and time of day. This ensures that speed limits are responsive to local conditions and traffic circumstances, and are therefore more likely to be kept.
- Speed levels can also be affected by developing a safer infrastructure. This can involve modifying the road environment to reduce traffic flow and vehicle speed, thereby providing protection from crashes and reducing injury rates. Such measures include segregating high- and low-speed road users, or discouraging vehicles from entering certain areas.
- Traffic-calming measures have been widely used to reduce crash frequency in many high-income countries. These include the installation of physical speed-reducing measures, such as roundabouts, vertical changes in the road (for example speed humps), horizontal changes in the road (such as road narrowings or rumble strips). Proven traffic-calming

measures can be particularly useful where enforcement of speed control laws may be ineffective.

- The transition from high-speed to low-speed roads can create areas of high risk for crashes – for example, where vehicles exit motorways. Design features can be used to mark transition zones on busy roads approaching towns and villages that can influence drivers' speed. Slower-speed zones and roundabouts are examples of features that are useful in reducing the speed of vehicles.
- Appropriate speed can be imposed on traffic through design features that limit the speed of the vehicle itself. Legislation can be used to encourage the use of such features. This is already being done in many countries with heavy goods vehicles and coaches, and is estimated to contribute to a 2% reduction in the number of injury crashes. Corresponding action is needed for cars and other light vehicles.



WHO recommends that member countries set and enforce speed limits appropriate to the function of specific roads.

Fox Creek Road



Date: 3/29/13

