

**SUMMARY MINUTES OF THE
WORK SESSION CITY COUNCIL MEETING
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, MARCH 27, 2017; 5:30 P.M.**

The Council convened in Work Session in the Council Chambers, City Hall Building, at 5:47 p.m., Monday, March 27, 2017.

1. CALL TO ORDER

The Meeting was called to order by Mayor Renner who directed the City Clerk to call the roll and the following members answered present:

2. ROLL CALL

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt, Scott Black, Diana Hauman, Jim Fruin, and Mayor Tari Renner.

Staff Present: Jeff Jurgens, Corporate Counsel; Cherry Lawson, City Clerk; Nicole Albertson, Human Resources Director; Jim Karch, Public Service Director; Melissa Hon, Assistant to the City Manager; Bob Yehl, Water Director; Brian Mohr, Fire Chief; Patti-Lynn Silva, Finance Director; and other City staff were present.

Staff absent: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; and Brendan Heffner, Chief of Police.

3. PUBLIC COMMENT

Matt Wing

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.)

Mr. Karch stated, the roadway in that area was built in 1997, and was built for the long term to be able to serve the large southwest side of the community. Currently, it is a minor collector road that accommodates approximately 1,500 to 3,000 cars a day at Fox Creek Road, and Veteran's Parkway serves about 10,000 cars a day. There are three different options. Option one is to leave it at 40 mile an hour, option two lower to 35 and option three is lower to 30 mile an hour. The options presented are not staff nor City Manager recommended, but is important to talk about. There is not a high violation rate. The road was designed at 40 miles an hour with the curve in mind. Option two is to lower the speed limit to 35. This is from a professional staff

recommendation. Whenever we make a recommendation, we are required to base it upon standards of some sort. We have conducted speed studies along this road. It was built in 1997 and it did not take long for those who live along there to say this is fast, and we do not like the 40 miles an hour. Studies were conducted in 2001, 2007 and 2012. The violation rates are very low, so there is not excessive speeding. Staff also reviewed some key metrics that took into account the number of driveways, crashes, and whether there is parking available.

Those areas studied allowed staff an opportunity to review and make a recommendation of lowering this to 35 miles an hour. It is important to know that it actually was not crashes that made this kick down to 35. There were three crashes in the last three years, and none of those were from excessive speed but were from distracted driving or weather. What did justify it was the number of driveways and parking on the street.

The City Manager is recommending a 30 mile an hour speed limit. City staff have heard recent conversations on Hershey Road, and speed is a factor in crash severity. There is the argument and balance as a community of where the Council want to land on speeds, taking into account that speeds can vary for arterials, collectors and residential.

Alderman Sage asked Mr. Karch how he knew that excessive speed was not a contributor to the accident. Mr. Karch stated that his information was from the Police reports. Alderman Sage asked, if 35 miles per hour is the staff-recommended speed, why staff put up signs that said 30 miles an hour. Mr. Karch stated that there was justification for it to be 30 miles per hour. That is a key indicator. Whenever you have advisory signs, they are just that.

Chief Heffner stated, without looking at the report, the officers do take all the information that they can gather at the scene to determine the causations, and if they thought it was speed they would have denoted that.

Alderman Lower stated that he was not sure that the right thing was done with Hershey Avenue. It is important to realize that this is a collector street and it is not a through street for a large volume of traffic. He asked how much traffic is being seen here as compared to some of those areas. Mr. Karch stated that right now the average daily traffic is between 1500 and 3000. Fox Creek Road over by Veterans Parkway is 10,000 by comparison. Hershey road was 18,000 by comparison. Alderman Lower asked if there was a school zone in the area along this route.

Alderman Mwilambwe asked, depending on what choice is made, what process will be implemented to evaluate how it is working once the decision is made, and how long would it take to do that. Mr. Karch stated that it is easy to make the change. The change in the speed limit signs is just to take one sign down and put up another sign. Depending upon what the decision is from the Council, if it was 35 we would keep the advisory signs. If it was 30, we would take down the advisory signs as there is no need for an advisory sign reflecting exactly what the regulatory sign says. Whenever there is a change made in a speed limit, staff put up flags and probably message boards so there would be awareness. Evaluation would come in the form of a speed study that probably would be done after the completion of the bridge.

Alderman Buragas stated it was unusual to have three recommendations coming from the

staff level, one from the City Manager and one from the staff itself and appreciated the fact that we have multiple recommendations.

Alderman Schmidt stated that she supported this going to 30 miles per hour. Option three is the one that takes us further to embracing and understanding what complete streets are.

Alderman Fruin stated that he would be inclined to go with 30 for different reasons. In recalling Hershey, consistency was important so we wanted 30 up and down Hershey. Hershey had very few driveways, very few streets. What I see as different here is that you have more driveways and you do not have the pass through that you have on Hershey, which are two different scenarios. As for consistency, why not take this all the way to Veterans Parkway. We need to get a handle on this. He stated he is more inclined to go with 30 based on our Hershey Road decision.

Alderman Hauman asked if there is a breakdown of speed limits in terms of how many miles we have that are 30, 35 and 40 in the city.

Alderman Black stated that he did not have a strong opinion about this, but it sounds like a lot of public outreach has been done. It is incumbent upon us to craft a process that engages the public when these discussions come forward. He stated that he would be happy with either option two or three.

5. ADJOURNMENT

Mayor Renner asked for a motion to adjourn the meeting.

Motion by Alderman Schmidt, seconded by Alderman Hauman, that the meeting be adjourned. Time: 6:13 p.m.

Motion carried, (Viva Voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk