

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

MEMBERS PRESENT: Ms. Jill Blair, Ms. Katherine Browne, Mr. Michael Gorman

MEMBERS ABSENT: Ms. Angela Ballantini, Ms. Maureen (Reenie) Bradley, Ms. Elizabeth Kooba

OTHERS PRESENT: Mr. George Boyle, City Attorney; Mr. Jim Karch, Director of Public Works; Mr. Philip Allyn, City Traffic Engineer; and several members of the public.

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

2. ROLL CALL: Prior to the Roll Call, Mr. Gorman informed the Commission that Ms. Kelly Rumley had resigned from the Commission effective Monday, January 14, 2019 and would thus not be included in the roll. Mr. Allyn called the roll. With only three members in attendance, a quorum was NOT established.

3. PUBLIC COMMENT:

There were no public comments.

4. MINUTES: Due to a lack of a quorum, no vote was held on the approval of the minutes of the December 18, 2018 regular meeting of the Bloomington Transportation Commission. There were no comments on the minutes provided.

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

Ms. Blair inquired about the spelling of IAA Drive. Mr. Allyn will verify spelling.

There was discussion about comments 3 and 4 in the letter, the relationship hierarchy between the City and the McLean County Planning Commission (MCRPC), and how the comments relate to each other. Mr. Allyn indicated that MCRPC can not directly dictate to us what projects we do or do not pursue. Comment 3 is related to the concern that if this report is meant to help with obtaining grants, then projects not included in the report for any various reason will not get any assistance in obtaining grants. Comment 4 is related to ensuring that the document is presented as a suggestion list rather than something that can be used to dictate which projects the City pursues. Mr. Allyn indicated that he'll look at clarifying comments 3 and 4 based on feedback received for approval at the next meeting.

Ms. Blair asked about Comment 5 and the coordination between the MCRPC and the City during the preparation of the study. Mr. Allyn indicated that we were vaguely informed that the MCRPC was going to put together some suggested projects, but there was no communication on methodology or outcomes until the presented draft was completed. Mr. Gorman mentioned that once the MCRPC takes over future updates of the document from the out-of-town consultant, this coordination should likely improve.

Responses were due back to MCRPC by January 20. Mr. Allyn indicated that he confirmed with MCRPC prior to the meeting that they did take note of the dialogue at the December meeting. We would not be holding them up waiting until February to approve the official response.

B. Information: January 2019 Citizen Comments/Complaints Summary

Ms. Blair asked about the items related to Corpus Christi and if they were coordinated submittals. Mr. Allyn indicated that they did not appear to be coordinated. The comment about the traffic impacts in the neighborhood to the north came from a local resident whereas the comment about the school zone signage came from a parent who lived a fair distance from the school. A discussion was had about the specifics of the circulation in and around the school during pick-up and drop-off and the details of the issues in the neighborhood to the north.

A discussion about the format of the report was held, especially with regard to the grouping and organizing of the items. It was determined that the date of the request would be added moving forward, but that it was not practical or an efficient use of staff time to do advanced grouping and sorting by neighborhood, Ward or other type.

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

Mr. Allyn indicated this would be presented in more detail at the next meeting when more of the Commission was present, but briefly discussed the updated HMA Aging Tables and indicated that the next step was completing the various iterations of funding compared to level-of-service provided. A discussion was held with suggestions of what these iterations would look like and what information would be provided.

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

Mr. Gorman asked about the restrictions on Park Street (Page D-34):

- 1) Suggested the existing parking restriction “Park Street on the east side from 20’ north to 20’ south of the drive to the United Methodist Office Building” applies to a driveway that no longer exists to a building that has been replaced. The signage was removed a long time ago and this reference could be removed along with the other modification on this page. Mr. Allyn will review and incorporate this change if needed.
- 2) For the modification changing “...90’ north of Phoenix...” to “...30’ north of Phoenix...”, the 30’ dimension doesn’t seem correct as the sign appears to be ~40’ north of the street. There is a car that regularly parks illegally between the sign and Phoenix. Mr. Allyn indicated that the distance is measured from the Right-of-Way line, not the street curb, which could account for the 10’ difference. If there is someone parking on the illegal side of the sign, this is an enforcement issue and the police department should be contacted to issue a ticket.
- 3) There is an existing restriction “Park on the east side from Beecher to a point 40’ south.” There is no parking restriction sign in this location and the 40’ is regularly violated by drivers regularly parking within 10’ of the stop sign. Mr. Allyn indicated that State Law and City Code prohibit parking within 30’ of a stop sign. Since the code says the restriction is 40’, there should be a sign indicating the 40’ mark. Staff will look into getting a sign installed/re-installed.

6. OLD BUSINESS:

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

Ms. Browne brought back for discussion this item. She inquired about the speed limit on the various streets in and around the Illinois Wesleyan University (IWU) campus. Since it's not posted otherwise, it would be 30 mph, which seems high for that type of area. Is this something that could be addressed with the Reduced Speed Limit Area policy? Mr. Allyn indicated that it would be one example of the Campus land use category that we setup in the policy. It's anticipated that the University would likely be the petitioner or at least one of the co-petitioners. Once the request is initially submitted, staff would work with the petitioner to identify the actual limits of the area with respect to the formal campus versus the adjacent residential areas and other potential co-petitioners (if needed) and formalize the application prior to starting the data collection and balloting process.

Mr. Gorman indicated that most of the IWU students do not drive cars around campus and would not be affected except as pedestrians. How does including or not including the student population influence the required "quorum" of balloting? There are only maybe 500 parking permit holders out of a student population of around 1,900. Mr. Allyn suggested that if there is a parking permit situation, they maybe should be included in the balloting.

Mr. Gorman inquired about the application of the campus use on the State Farm South Campus area. Mr. Allyn indicated that most of the streets in the State Farm campus area are private roads that State Farm may already have posted lower than 30 mph. This area, if State Farm even chooses to apply, could get tricky as a logical boundary could also include the restaurants and businesses between State Farm and Mercer. Mr. Gorman stated that he wasn't sure that the same quorum thresholds make sense for the Campus use. This should be considered further.

7. NEW BUSINESS:

A. Election of Commission Chairman and Vice-Chairman

Mr. Boyle indicated that we were overdue for an election of the Commission Chairman and Vice-Chairman. Per code, this was supposed to happen annually, with no person serving more than two consecutive years as Chair. We just realized prior to the meeting that we didn't re-elect the Chair and Vice-Chair on the one-year anniversary last October, and we are looking at having these elections at the next meeting. Mr. Gorman indicated that he would likely be moving out of the area and stepping down from the Commission around March or April, which led to some minor discussion on the best timing of the vote. Mr. Boyle and Mr. Allyn will discuss further on the specifics of the new term.

8. COMMISSIONER COMMENTS:

Mr. Gorman mentioned that as he travels around town, he often sees that there are government properties around the City that do not seem to have snow cleared from their sidewalks. If we are requiring residents and business owners to clear their sidewalk, it appears to be a double standard if the City or other governments are not required to clear theirs. In addition, there are properties where residents often only clear one shovel width, which does not meet ADA requirements or provide a practical usable width for a wheelchair or scooter. Mr. Allyn indicated that he agreed that it made sense to require at least a 36" width be cleared. Mr. Karch indicated that the City Ordinance does not state a minimum width, but requires that residents "clear the sidewalks." This would be interpreted to mean the entire sidewalk surface needs to be cleared, from edge to edge. Public works does clear some critical sidewalk areas, such as around City Hall and across the Main Street Bridge, but the focus initially has to be on clearing the streets for safety reasons. Other properties are cleared by other departments, as their staff is available. The Parks Department clears their areas and Facilities clears other sidewalk areas around City buildings. There is a lot of clearing to do which can't all be completed immediately. For example, in addition to the zoo and parks themselves, the Parks Department also clears a significant footage of paved trails. It's unclear who

is responsible for some of the ancillary properties owned by the City such as the former Coachman Hotel property or Electrolux site. We will follow-up on these areas.

9. ADJOURNMENT: The meeting adjourned at 4:58 pm unanimously by voice vote; motioned by Ms. Browne and seconded by Ms. Blair.

Respectfully,

Philip Allyn
City Traffic Engineer