

**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, FEBRUARY 19, 2019 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, Mr. Michael Gorman

MEMBERS ABSENT: Ms. Katherine Browne, Ms. Elizabeth Kooba

OTHERS PRESENT: Mr. George Boyle, City Attorney; Assistant Chief Greg Scott, Police Department; 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 4:01 pm.

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

3. PUBLIC COMMENT:

There were no public comments.

4. MINUTES: Reviewed and approved the minutes of the December 18, 2018 and January 15, 2019 regular meetings of the Bloomington Transportation Commission. Ms. Bradley motioned to approve the minutes. Ms. Ballantini seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

5. REGULAR AGENDA:

A. Election of Chairman and Vice-Chairman

Mr. Gorman reminded the Commission that he would be leaving the area in the next couple months, but would be willing to continue to serve as Chair until that time. Ms. Bradley nominated Mr. Gorman as Chairman and Ms. Blair as Vice-Chairman, seconded by Ms. Ballantini. There were no other nominations. Mr. Gorman was elected as Chairman and Ms. Blair as Vice-Chairman by the Transportation Commission unanimously via voice vote.

B. Information: January/February 2019 Citizen Comments/Complaints Summary

Ms. Blair asked about item 45 (crashes at Lee and MacArthur) and if there are any new solutions. Mr. Allyn indicated that the next step would be to install stop signs on Lee with flashing LED's around the border, which we are hoping to do in the near future. If that change does not help, the next step would be to consider implementing an all-way stop. However, since MacArthur is the dominant route with few other stops, this could result in stop-sign running on MacArthur and actually lead to more crashes.

Ms. Bradley asked about item 46 (request for school crossing guard at Irving School). Mr. Allyn indicated that the school district has made this request. A private company provides the school crossing guards, which are funded out of the Police Department budget. Additional crossing guards may require finding a source of additional funding. There are also warrants based on number of students, street vehicular volume, etc. that need to be reviewed. Mr. Allyn indicated that our part time traffic technician has returned after being off the last several months of 2018 and this is one of the items that will be a focus as the number of walking children will increase as the weather improves.

Mr. Gorman asked about item 39 (bicyclists blowing stops at Bunn/Buchanan and Buchanan/Clayton). This area is in a gap between two sections of Constitution Trail. Both the Bicycle Master Plan and the plans by the Parks Department identify this connection as a high priority. Is there any movement forward on filling this gap? Mr. Allyn indicated he did not have any specific knowledge relating to filling in this gap. This item is not an obvious “easy-fix” and has not yet been looked at in detail unfortunately. Mr. Gorman suggested directing additional enforcement efforts during peak cycling times in the interim until there can be expanded side path width constructed along Lincoln to the west to connect the two sections of trail.

Mr. Gorman asked about item 48 (arrows on Evans). Several complaints were heard and submitted. What kind of controls are being considered? Mr. Allyn indicated that the existing signage was reviewed and that, generally speaking, all the proper “One Way” and “Do Not Enter” signs are in place. We observed a couple of people purposely not driving the street properly and driving the wrong way for a portion of the block, usually at a higher speed, before turning into an alley or driveway. Our concern is that adding painted arrows will just mimic the signs being ignored or not seen while increasing the maintenance effort for staff. One change that we are considering is shifting the parking from the east side of the street to the west side of the street. This will create a drastic counter-visual as someone looking to turn the wrong way will see a line of cars pointing at them rather than what appears to be an open travel lane, forcing them to drive to the left of the street on what feels like the wrong side of the road. In addition, since each car has a driver but not every driving trip has a passenger, there will be more people exiting from a parked car on the left. By moving the parking to the left side of the road, entering and exiting vehicles will occur over the sidewalk and parkway rather than into the driving lane, which should be safer for drivers. Ms. Bradley suggested reaching out to the original resident requesting the arrows as a beneficial neighborhood leader. Mr. Allyn indicated that there are still some details to work out, but that we would certainly be contacting her to help with the implementation.

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

Mr. Allyn briefly discussed the updated HMA Aging Tables and our pavement rating system. As the streets age, they decrease from 10 (new) down to 1 (failed). Determining how long a pavement can last above a minimum rating leads to the time frame between overlays, which is key to determining the cost to maintain the road. Through the use of better Hot-mix Asphalt material (Stone Matrix Asphalt) and increased use of pavement preservation work, we are expecting to gain additional time between overlays. For example, the interval between overlays on arterials should increase 5-6 years.

For reference, in the packet is a copy of the pavement rating system information to help put the various ratings in context with a description and example photos of pavements at each rating.

The next step moving forward is to work out two different methodologies for creating future models. First, we will use our traditional method of applying the expected life cycle times to our pavement areas to determine the resurfacing effort (and thus cost) needed to maintain a minimum rating. This would be a more general, simplistic calculation to provide a reasonable approximation of needed cost. The variables would be limited to specifying a minimum rating for each street classification. This is an easier analysis effort that allows us to more easily determine the approximate costs of several different potential policy options for comparison. For example, we can determine the approximate difference in annual cost needed to maintain a minimum pavement rating of 5 versus 3.

The second method involves using a company we recently hired to compile our street information and create an annual maintenance model that is much more detailed. It will harness greater computing power to create a more optimized, specific maintenance model. There will be more options and variables that we can adjust to determine more precise outcomes. We should be getting finalized contracts with this company within the week, at which point we will start providing them our data. Depending on how

smoothly this data integrates into their software, we could be looking at getting some preliminary results within a month or two.

Mr. Gorman indicated that there was some discussion by the City Manager at the recent Council Committee of the Whole meeting regarding the proposed 4 cent/gallon local motor fuel tax (LMFT) increase. Are there any insights from that conversation? Mr. Allyn indicated that the City Manager mentioned it as one of several potential sources of additional revenue along with several potential cost cuts for consideration by the Council as they work to finalize the budget. Mr. Gorman indicated it sounded like the additional LMFT funding generated would be programmed slightly differently rather than just funneling it into our current formula. For example, one cent of it would be focused on downtown infrastructure. Would we be seeing something here at the Transportation Commission on which to make a recommendation? Mr. Karch indicated that the City Manager was speaking purely in general terms with no specific recommendations for the Transportation Commission to review. He was just trying to get a feel for the temperature of the Council with regard to this potential new revenue. Where this discussion goes and the timeframe of any decisions will depend on where the Council members decide to take it.

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. Allyn briefly mentioned two changes to this item from the previous month:

- 1) Upon further review, the change to Chapter 2 was no longer needed and was thus removed. It had been approved by Council, it just has not yet been updated throughout the system clerically, namely the website version of City Code.
- 2) Deleted the parking restriction “Park Street on the east side from 20' north to 20' south of the drive to the United Methodist Office Building” as suggested by Mr. Gorman at the previous meeting. Following this suggestion, we reviewed the area and agreed it made sense to remove this restriction.

Ms. Bradley asked about the Oak Street parking change on page D-61. If this change was the result of problems caused by one resident, is there a better way to manage the situation than restricting parking for the whole block. Mr. Allyn indicated that staff went through the process and the vote of the residents was overwhelming to remove the parking. This has been an ongoing issue for a long time and other efforts such as ticket writing have proven to be ineffective. There was one minor complaint right after the restriction was implemented that was resolved. There have been no other complaints from the residents of this block or in adjacent areas since the change was implemented 6 months prior. There do not appear to be any unintended consequences of the restriction.

Ms. Blair motioned to approve item D as stated in the Staff recommendation. Ms. Bradley seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

E. 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

Mr. Allyn indicated the proposed letter was revised based on feedback received at the January meeting.

Ms. Bradley asked if there was any follow-up or news with McLean County Regional Planning (MCRPC) since the December discussion. Mr. Allyn mentioned that he reached out to Ms. Sicks with MCRPC and verified that she had heard everything that was said at the meeting and that they are currently going through the process of updating and revising the study.

Ms. Bradley motioned to approve letter dated February 20, 2019. Ms. Blair seconded the motion. The motion was approved by the Transportation Commission unanimously via voice vote.

6. OLD BUSINESS:

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

Ms. Bradley asked if there were any updates on this item. Mr. Allyn indicated that we have met with them and they requested some traffic and accident data that we are currently compiling. Ms. Bradley asked when they were planning on opening at the new location. If it was this summer, this seems quick for where they appear to be in the process. Mr. Allyn indicated that we have not yet received any site plans or other items for approval.

7. NEW BUSINESS:

A. *Segregated in the Heartland* Article

Ms. Blair brought up the recent article *Segregated in the Heartland* in *Governing* magazine, which discussed school segregation and lack of integration in communities in the northeast and midwest. While it doesn't directly relate to traffic and transportation, there is a concern about whether resources are being applied across the City to ensure that the quality of the roads isn't affected by the color of the people who live in a particular neighborhood. Mr. Allyn stated that the demographics of a neighborhood or area have no bearing on the determination of which infrastructure is improved. Streets are chosen based on factors such as the current quality of the pavement, role of a street in the transportation network, or importance of a street due to other factors such as proximity to a hospital. Ms. Blair and Mr. Gorman clarified that there wasn't a suggestion of consciously making decisions based on demographics or actively driving segregation, but rather the potential of an inadvertent outcome of the selection process or symptom of a systemic issue. It would be good to review infrastructure quality data related to portions of the City to ensure that we are being proactive and not inadvertently reinforcing segregation.

After discussion, it was suggested that the announcement of the resurfacing program is an opportunity to inform the community of the decisions that go into the determination of which streets will be paved. It was requested that a presentation be made for the next commission meeting that would go into which criteria are used and how various factors are weighed. This information could be valuable for the media and general informing of the public via multiple methods such as an open house. In addition, if possible, it was requested that any information available on how the infrastructure looks and compares across the various areas of the community. Mr. Allyn will review and share what information is readily available.

8. COMMISSIONER COMMENTS:

Mr. Allyn mentioned that Mr. Rob Ballantini will be appointed to the Commission at the next Council meeting to fill the "Disabled or Serve the Disabled Population" seat that was recently established by the Council. When Council was established this seat, they also increased the Commission membership from 7 to 8. With the resignation of Ms. Kelley Rumley, the 8th seat is no longer needed to accommodate the new seat. We are discussing a Council item taking our membership from 8 back down to 7 to keep us from having an even number of members.

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

Respectfully,

Philip Allyn
City Traffic Engineer