



**AGENDA
BLOOMINGTON TRANSPORTATION COMMISSION
REGULAR MEETING
TUESDAY, SEPTEMBER 15, 2020 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

**THIS MEETING WILL BE HELD VIRTUALLY. LIVE STREAM AVAILABLE AT:
www.cityblm.org/live**

Prior to 15 minutes before the start of the meeting, 1) those persons wishing to provide public comment or testify at the meeting must register at www.cityblm.org/register, and/or 2) those persons wishing to provide written comment must email their comments to publiccomment@cityblm.org.

Members of the public may also attend the meeting at City Hall. Attendance will be limited to the lesser of 50 persons or 50% of room capacity and will require compliance with City Hall COVID-19 protocols and social distancing.

The rules for participation and attendance may be subject to change due to changes in law or to executive orders relating to the COVID-19 pandemic occurring after the publication of this agenda. Changes will be posted at www.cityblm.org/register.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENT**
- 4. MINUTES:** Review and approve the minutes of the February 18, 2020 regular meeting of the Bloomington Transportation Commission.
- 5. REGULAR AGENDA**
 - A. TC-2020-01: Election of Vice-Chairperson**
 - B. TC-2020-02: Constitution Trail Southeast Extension Project: Lafayette to Hamilton** (Review and Recommendation to Proceed)
 - C. Information:** September 2020 Citizen Comments/Complaints Summary (Review & Discussion)
- 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

Department of Public Works

Government Center

115 E. Washington Street, Bloomington, IL 61701

Phone: (309) 434-2225 ; Fax: (309) 434-2201; E-mail: traffic@cityblm.org

**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
TUESDAY, FEBRUARY 18, 2020 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Ms. Rickielee Benecke (departed at 5:10 pm), Ms. Maureen (Reenie) Bradley, Mr. Edward Breitweiser, Mr. John Corey, Mr. Adam Heenan

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. George Boyle, City Attorney; AC Greg Scott, Police Dept.; Mr. Kevin Kothe, City Engineer; Mr. Philip Allyn, City Traffic Engineer; and members of the public.

1. CALL TO ORDER: Ms. Bradley called the meeting to order at 4:01 pm.

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

3. PUBLIC COMMENT: None

4. MINUTES: Reviewed and approved the minutes of the November 19, 2019 and January 21, 2020 regular meetings of the Bloomington Transportation Commission. Mr. Heenan motioned to approve the minutes from both meetings. Ms. Benecke seconded the motion. The Transportation Commission unanimously approved the motion via voice vote.

5. REGULAR AGENDA:

A. Information: Local Traffic Calming Statistics

Mr. Allyn provided a summary of the traffic calming data provided in the table in the packet. He noted traffic speeds and violation rates reduced significantly at the devices. In addition, the speeds and violation rates between devices dropped.

Mr. Allyn then briefly reviewed the various terms discussed in the memo. Diversion is the re-routing of traffic from the street with calming to another street. This can be bad if the calming just moves the speeders from one residential street to a different residential street. It can be good if the vehicles are moved from a residential street to an adjacent collector or arterial street.

Mr. Allyn gave a short overview of the traffic calming policy and process for both installation and removal of traffic calming devices as detailed on the City website.

Mr. Breitweiser asked if there was a reason for the installation of new devices to slow down around 2008. Mr. Allyn indicated that by that point, we had been able to address most of the streets that both fell within the thresholds and had a speeding problem. There may still be some locations in the newer areas of town that will be eligible as growth continues. In addition, there was a significant growth boom that slowed dramatically in 2008/2009 which resulted in fewer new subdivisions.

Mr. Heenan asked whether the islands on Front Street between East and Madison were considered traffic calming. Mr. Allyn indicated that the data provided covered locations considered as a result of citizen requests. Staff provides traffic calming in some locations that may benefit from it for other reasons, such as the higher-pedestrian Downtown area.

B. TC-2019-03: Annual Street Maintenance Program Discussion

Mr. Allyn indicated that as of last month (January) Staff had completed the data entry in the model and were comfortable with the initial configuration settings. The next step at that time was to gain feedback from the Commission on the various settings and priorities. After which, staff would run the program and discuss the results for final approval by the Council. Since we were not able to meet in January, in order to meet the construction bidding deadline, staff ran the program based on the recommended settings and Mr. Kothe and Administration have been discussing the results with the Council to finalize the program for this year. This month, the intent is to still have a discussion with the Commission on recommendations on which settings are currently being used and not used for this year and start the discussion for next year.

Mr. Allyn gave an overview of the various settings and the staff recommendations as detailed in the agenda packet.

Mr. Breitweiser asked for clarification about the process and the current status. Mr. Allyn indicated that the process has been discussed with individual councilmembers and Administration (City Manager and his staff) to verify that they were all on board with the model and settings. This allowed staff to run the model and develop a street list which will be approved by Council. The original intent was to gain Commission feedback on the setup in January concurrently with Council and Administration. Since we were not able to meet in January, now is the opportunity for the Commission to provide feedback for next year's program.

Mr. Breitweiser asked about the Minimum Acceptable Performance measure. Mr. Allyn indicated that this was not an attempt to temporarily minimize maintenance costs until a resurfacing. The measure sets a floor for the average quality of the entire system (for each classification) over the entire analysis period of 10 years. If a solution meeting this threshold is not possible with the available funding, the program will not return a solution.

Mr. Breitweiser asked about the Minimal Acceptable Condition if it will force a street to receive work even if it isn't a priority based on other measures leading to a worst-first philosophy. Mr. Allyn indicated that it is not a hard factor in that a street will automatically be included once it hits this value, it will just increase the priority of that segment. This is more of an efficiency factor. It costs significantly more to reconstruct a street as opposed to overlay it, so as the segment approaches the point of needing to be reconstructed, its priority for resurfacing will increase to avoid needing to be reconstructed. However, this is a priority increase in just one factor. There may be other factors (ADT, classification, location, etc.) that will place other better streets ahead of worse streets. This factor is more preventative rather than just placing the focus on the worst streets.

Mr. Breitweiser asked what the program will look like overall. Will the first year be just doing all the worst streets? Mr. Allyn indicated that the program will balance the various maintenance types and budgets across the years to match the available funding. Some bad streets may receive a maintenance treatment with a shorter lifespan to push its resurfacing back a couple years to balance out the funding.

Mr. Breitweiser expressed concern that there may be a regularly used road in an area that may not be a high-economic area that would be lower priority. Mr. Allyn indicated that there is no factor that accounts for Ward, age of neighborhood, or socio-economic factors that could lead to a street being prioritized or penalized due to those factors.

Ms. Benecke asked if the priority list publicly released would include a single year or multiple years. Mr. Allyn indicated that the current intent is to release the list for the upcoming 5 years with the understanding that only the first year and potentially a couple projects in the following years is locked in. When the model is updated and re-ran each year, there may be streets that will move from year 4 to 3 or

from year 5 to outside of the 5-year plan. It's also possible that when Council reviews the list, they may elect to move streets forward or backward in the planned year.

Mr. Heenan asked about the process moving forward regarding the Community Benefits factors. The memo indicated that while the current recommendation is to not utilize these factors, they can be further defined and incorporated over the coming year. Mr. Allyn indicated that this would be determined by the discussion today. Staff is looking for feedback on which of the factors would have benefit to spend time adding to the program.

Ms. Bradley asked if we currently have a ranking of all the streets. Mr. Allyn indicated that we have ran the program, but do not have a priority ranking of all the streets. The program outputs the list of streets to receive each treatment each year.

Ms. Bradley asked who is doing the condition ratings each year. Mr. Allyn indicated that we have a technician that drives each street regularly, rates then, maintains the software, and puts together the construction documents for each maintenance operation. This technician uses an objective rating system (PASER) to determine the condition rating. Ms. Bradley indicated that we have the system set up, the initial data is determined, the funding levels are set. The Community Benefit factors seems to be the most difficult to determine.

Mr. Heenan agreed that determining the Community Benefits was not a reason to hold up the program this year. However, he would like to see if there are recommendations or case studies/scenarios from other communities from the consultant that developed the software to help with the decision making. Mr. Allyn indicated that the intent wasn't to not ever use these factors, it was a function of timing and the recognition that most of these factors are very difficult to define and that there may be a diminishing level of return for the level of effort required.

Mr. Breitweiser expressed a preference that the Community Benefits factors should be incorporated in the future and take this one year at a time. Also, these factors are not necessarily random and that they would come into play in areas that have maybe been passed over in the past as well as potentially look at TIF districts differently from areas with standard tax revenue.

Ms. Benecke indicated that an advantage of the model is that is it based on data and expressed a concern that the Community Benefits factors could be used to create a Ward versus Ward conflict on who "deserves" it more.

Ms. Bradley asked about the general Council feedback so far. Mr. Kothe indicated that there hasn't been much discussion of the Community Benefits so far due to the recognition of the current schedule. They reviewed the same information the Commission has seen. The focus has been on the next couple years. Each year the program would be re-run to account for actual changes year to year. It's not realistic to expect that a street shown in a giving year in 5 to 10 years is likely to shift some.

Mr. Breitweiser asked if the goal is to get everything up to an acceptable level at the end of the 10-year period. Can the first 5 years be seen as "getting us out of a hole" and then the years after than are making the system better? Mr. Kothe indicated that over time the model will be able to more accurately predict the future deterioration rates as ratings are updated annually. As this model updates to match actual data for a street, the hope is that the overall system will improve.

Ms. Bradley indicated she favored a formal public rollout of the program as well as informing the public of the systematic process of determining the work locations. This will help reduce the perception that it is being done strictly on a Ward system with bias. She indicated that she didn't see a problem with holding on the Community Benefits factors for now to keep the program moving forward.

Mr. Allyn asked for any specific feedback on the recommendations for the Level of Service and Network Factors. Is there general agreement with the recommendations.

Mr. Breitweiser indicated that he was generally in favor of the recommendations, but asked if they were solely determined by Engineering? Mr. Allyn indicated that we started with the defaults from the company who developed the software. We then adjusted a couple of the factors to fit our specific City such as downplaying the rural factor as opposed to urban and sub-urban as well as pavement types such as gravel and earth surfaces being lowered.

Ms. Bradley indicated that the recommended factors is a usable scale and that the adjustments seem reasonable as we adapt the program from Canadian use to our community.

Mr. Allyn indicated there appeared to be concurrence on the Network and Level of Service Factors.

Mr. Allyn asked for feedback on the specific Community Based Factors and whether there are some that staff should be focusing on. Mr. Heenan asked for some examples from other communities to start with. Ms. Bradley mentioned she thought that most of these factors were very subjective. They may be agreement on access to schools gets higher priority, but how do you define the border of the area? Mr. Allyn responded that this is an example of the time and effort that it would take to include all these factors. There are several components: defining the criteria, quantifying the criteria, and then assigning values to all the segments. Staff will talk with the company about getting some examples from other communities and look into the effort required. Mr. Heenan asked that staff also contact the communities that are provided for their direct feedback.

Mr. Allyn indicated that he understood that there is Commission concurrence on using the staff recommendations for the Network and Level of Service Factors and that additional effort should be put in to defining and incorporating the Community Benefits.

Mr. Breitweiser and Mr. Heenan indicated that deprioritizing TIF districts would be desired.

Ms. Benecke left the meeting at 5:10 pm.

C. Information: February 2020 Citizen Comments/Complaints Summary

Ms. Bradley asked about item number 9 (Gill Street signage). There are a lot of signs in this area and more signs does not seem to be the answer. Mr. Allyn indicated that this was an area that developed in pieces. The cul-de-sac was provided to keep trucks and commercial traffic in the commercial area to the east and out of the residential area to the west. We are looking at this area overall to clean up the signage.

Ms. Bradley asked about item number 20 (College and Stone Mountain streetlight). Is this a request for a streetlight or a traffic signal? Mr. Allyn indicated that the request was for a streetlight to light the cross walk across the south leg of the intersection.

Ms. Bradley asked about item numbers 27 and 28 (Corpus Christi complaints). Mr. Allyn indicated that this was a complaint from residents in the subdivision north of the school about traffic traveling fast through the neighborhood, not stopping at stop signs, etc. Staff replaced yield signs with stop signs and put together talking points for the school to send to parents about proper driving behavior in the subdivision.

Ms. Bradley asked about item number 37 (deer crossing signage). She is generally supportive of deer crossing warning signs as these locations are not readily apparent.

Mr. Breitweiser asked about item number 69 (length of pedestrian crossing time at Veterans and Lincoln). Mr. Allyn indicated that the complaint was that there was not enough green time on Lincoln for a bike to

get across Veterans Parkway once the light turns green (while riding in traffic). Mr. Allyn indicated that light timings are set by IDOT and the comment was forwarded to them.

Ms. Bradley asked if IDOT controls all the intersections on the state routes. Mr. Allyn indicated that the City does the small maintenance work such as replacing malfunctioning hardware, but the state controls the overall timings.

Mr. Breitweiser asked if there was any way to organize this data to be better able to see trends. Mr. Allyn indicated that most of the requests and complaints come in via paper or pdf rather than a web or app entry and that there isn't a good way to sort and filter items. The new items are indicated as such, so current trends should be able to be easily seen.

6. OLD BUSINESS:

A. Amending the minutes of the September 2019 Commission Meeting

Mr. Allyn indicated the changes to the minutes included correcting Mr. Breitweiser from present to absent and adjusting the roll call number from 5 to 4.

Mr. Heenan motioned to approve the revised minutes. Mr. Corey seconded the motion. The Transportation Commission unanimously approved the motion via voice vote.

B. Other Items:

Mr. Allyn indicated that surveys had been sent out to Downtown business regarding parking Downtown to help inform the discussion on the pavement markings for Main Street. Staff is still sorting through the responses.

7. NEW BUSINESS:

A. City Intersection Crash Statistics

Mr. Allyn indicated that the Pantagraph was working on a story on dangerous intersections in the City and asked for crash statistic data. He distributed to the Commission the data that was provided and briefly discussed it (copies attached to minutes). There first handout contains two tables with data from 2019. The top table shows the top 10 intersections ranked by number of crashes. The bottom table shows the top 10 intersections ranked by rate (number of crashes per 1 million vehicles that travel through the intersection). Staff uses both measures combined to evaluate intersections since a high rate can sometimes be skewed by a single, statistically insignificant crash on a low volume street. Similarly, a higher number of crashes may not necessarily indicate an unsafe intersection if there is an extremely high volume of traffic. The second set of tables show how these rankings have changed overtime during the past 10 years. It was noted that most of the top intersections are on the State Routes.

Mr. Breitweiser asked if these numbers were only vehicle crashes. Mr. Allyn indicated that these were all the crashes with a police report filed including bicycles and pedestrians.

8. COMMISSIONER COMMENTS:

Mr. Breitweiser indicated that the Commission members would be able to support and collaborate with Public Works on the information campaign on the street work roll out. Mr. Allyn indicated that most of the information sharing is through the City website, press releases, and Council and Commission presentations. He would welcome any additional suggestions.

9. ADJOURNMENT: Mr. Heenan made a motion to adjourn. Mr. Corey seconded the motion. The motion was approved unanimously, and the meeting was adjourned at 5:35 pm.

Respectfully,

Philip Allyn
City Traffic Engineer

DRAFT



2019 Crash Statistics

Public Works Engineering Division

| Intersection | Rate | Total | Intersection | Midblock | Private | Injuries | | | |
|---|------|-------|--------------|----------|---------|----------|---|---|---|
| | | | | | | A | B | K | |
| 1 VETERANS PKWY @ EMPIRE ST | 0.75 | 44 | 18 | 17 | 9 | 3 | 6 | 1 | 0 |
| 2 MORRISSEY DR @ VETERANS PKWY | 0.73 | 32 | 12 | 13 | 7 | 0 | 1 | 3 | 0 |
| 3 VETERANS PKWY @ OAKLAND AVE | 0.52 | 20 | 11 | 9 | 0 | 0 | 3 | 2 | 0 |
| 4 VETERANS PKWY @ CLEARWATER AVE | 0.50 | 48 | 9 | 30 | 9 | 0 | 2 | 7 | 0 |
| 5 VETERANS PKWY @ WASHINGTON ST | 0.43 | 30 | 9 | 15 | 6 | 0 | 0 | 1 | 0 |
| 6 HERSHEY RD @ EMPIRE ST | 0.71 | 27 | 9 | 14 | 4 | 1 | 0 | 4 | 0 |
| 7 VETERANS PKWY @ GENERAL ELECTRIC/VERNON | 0.39 | 18 | 9 | 6 | 3 | 0 | 2 | 1 | 0 |
| 8 COMMERCE PKWY @ VETERANS PKWY | 0.76 | 13 | 9 | 2 | 2 | 0 | 0 | 0 | 0 |
| 9 VETERANS PKWY @ EASTLAND DR | 0.39 | 30 | 7 | 19 | 4 | 1 | 1 | 5 | 0 |
| 10 MADISON ST @ MARKET ST | 0.95 | 17 | 7 | 6 | 4 | 1 | 1 | 5 | 0 |

Sorted on Intersection Crashes - Decreasing

| Intersection | Rate | Total | Intersection | Midblock | Private | Injuries | | | |
|------------------------------|------|-------|--------------|----------|---------|----------|---|---|---|
| | | | | | | A | B | K | |
| 1 CLINTON ST @ BELL ST | 5.23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 SPRINGFIELD RD @ TANNER ST | 2.31 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3 I A DR @ ROWE DR | 1.82 | 7 | 4 | 2 | 1 | 0 | 1 | 2 | 0 |
| 4 ALLIN ST @ OLIVE ST | 1.79 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 EAST ST @ WALNUT ST | 1.74 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 PRAIRIE ST @ DOUGLAS ST | 1.72 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 DAVIS ST @ MONROE DR | 1.66 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 MAIN ST @ MARKET ST | 1.65 | 5 | 4 | 1 | 0 | 0 | 2 | 0 | 0 |
| 9 ROBINSON ST @ GROVE ST | 1.42 | 5 | 3 | 2 | 0 | 0 | 4 | 0 | 0 |
| 10 GRIDLEY ST @ GROVE ST | 1.34 | 3 | 2 | 1 | 0 | 0 | 2 | 1 | 0 |

Sorted on Crash Rate - Decreasing



2010 - 2019 Crash Statistics
Public Works Engineering Division

| Years in Top 10 | Ranking by Intersection Crashes | | | | | | | | | | Rate | | | | | | | | | | |
|-----------------|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| 10 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1.38 | 1.34 | 1.08 | 1.00 | 0.75 | 1.67 | 1.62 | 1.84 | 1.54 | 0.75 |
| 10 | 4 | 2 | 2 | 1 | 1 | 5 | 2 | 10 | 3 | 2 | 2 | 1.58 | 1.64 | 1.39 | 1.64 | 1.15 | 0.91 | 1.45 | 1.09 | 1.64 | 0.73 |
| 10 | 2 | 3 | 7 | 5 | 4 | 3 | 5 | 4 | 8 | 3 | 3 | 1.55 | 1.13 | 0.66 | 0.85 | 0.75 | 0.85 | 0.85 | 1.23 | 0.75 | 0.52 |
| 8 | 19 | 19 | 5 | 9 | 5 | 8 | 9 | 2 | 5 | 4 | 4 | 0.50 | 0.50 | 0.84 | 0.73 | 0.84 | 0.62 | 0.78 | 1.62 | 1.29 | 0.50 |
| 9 | 9 | 4 | 8 | 3 | 6 | 4 | 11 | 5 | 4 | 5 | 5 | 0.76 | 0.95 | 0.61 | 1.14 | 0.57 | 0.71 | 0.57 | 1.04 | 1.14 | 0.43 |
| 10 | 1 | 6 | 3 | 4 | 3 | 2 | 10 | 3 | 6 | 6 | 6 | 2.34 | 1.10 | 1.51 | 1.00 | 1.17 | 1.45 | 1.10 | 2.29 | 1.66 | 0.71 |
| 9 | 5 | 5 | 10 | 6 | 10 | 61 | 3 | 6 | 7 | 7 | 7 | 1.12 | 0.86 | 0.47 | 0.73 | 0.43 | 0.17 | 0.90 | 0.86 | 0.77 | 0.39 |
| 3 | 8 | 25 | 6 | 7 | 24 | 14 | 6 | 14 | 27 | 8 | 8 | 1.44 | 0.68 | 1.26 | 1.27 | 0.59 | 0.68 | 1.43 | 1.18 | 0.59 | 0.76 |
| 8 | 6 | 7 | 4 | 11 | 12 | 6 | 4 | 8 | 2 | 9 | 9 | 1.00 | 0.83 | 0.88 | 0.55 | 0.50 | 0.78 | 1.10 | 1.05 | 1.61 | 0.39 |
| 1 | 63 | 23 | 33 | 89 | 66 | 54 | 77 | 128 | 142 | 10 | 10 | 0.68 | 1.22 | 0.95 | 0.54 | 0.54 | 0.68 | 0.54 | 0.41 | 0.27 | 0.95 |

Sorted on 2019 Intersection Crashes - Decreasing



2010 - 2019 Crash Statistics
Public Works Engineering Division

| Years in Top 10 | Ranking by Intersection Crashes | | | | | | | | | | Total | | | | | | | | | | |
|-----------------|---------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|----|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| 10 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 38 | 39 | 34 | 39 | 32 | 63 | 51 | 55 | 56 | 44 |
| 10 | 4 | 2 | 2 | 1 | 1 | 5 | 2 | 10 | 3 | 3 | 2 | 41 | 38 | 31 | 43 | 29 | 27 | 37 | 28 | 41 | 32 |
| 10 | 2 | 3 | 7 | 5 | 4 | 3 | 5 | 4 | 8 | 3 | 3 | 47 | 32 | 25 | 34 | 32 | 32 | 25 | 29 | 28 | 20 |
| 8 | 19 | 19 | 5 | 9 | 5 | 8 | 9 | 2 | 5 | 4 | 4 | 22 | 18 | 37 | 33 | 40 | 35 | 53 | 54 | 61 | 48 |
| 9 | 9 | 4 | 8 | 3 | 6 | 4 | 11 | 5 | 4 | 4 | 5 | 36 | 36 | 33 | 37 | 34 | 30 | 26 | 30 | 33 | 30 |
| 10 | 1 | 6 | 3 | 4 | 3 | 2 | 10 | 3 | 6 | 6 | 6 | 44 | 34 | 36 | 38 | 27 | 34 | 26 | 32 | 36 | 27 |
| 9 | 5 | 5 | 10 | 6 | 10 | 61 | 3 | 6 | 7 | 7 | 7 | 40 | 30 | 26 | 35 | 30 | 32 | 30 | 29 | 8 | 18 |
| 3 | 8 | 25 | 6 | 7 | 24 | 14 | 6 | 14 | 27 | 8 | 8 | 22 | 12 | 23 | 28 | 18 | 21 | 29 | 20 | 17 | 13 |
| 8 | 6 | 7 | 4 | 11 | 12 | 6 | 4 | 8 | 2 | 9 | 9 | 39 | 28 | 38 | 33 | 26 | 37 | 41 | 32 | 40 | 30 |
| 1 | 63 | 23 | 33 | 89 | 66 | 54 | 77 | 128 | 142 | 10 | 10 | 7 | 12 | 10 | 4 | 9 | 9 | 5 | 3 | 3 | 17 |

Sorted on 2019 Intersection Crashes - Decreasing



2010 - 2019 Crash Statistics
Public Works Engineering Division

| Years in Top 10 | Ranking by Intersection Crashes | | | | | | | | | | Intersection | | | | | | | | | |
|-----------------|---------------------------------|------|------|------|------|------|------|------|------|------|--------------|------|------|------|------|------|------|------|------|------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| 10 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 32 | 26 | 24 | 18 | 40 | 39 | 44 | 37 | 18 |
| 10 | 4 | 2 | 2 | 1 | 1 | 5 | 2 | 10 | 3 | 2 | 26 | 27 | 23 | 27 | 19 | 15 | 24 | 18 | 27 | 12 |
| 10 | 2 | 3 | 7 | 5 | 4 | 3 | 5 | 4 | 8 | 3 | 33 | 24 | 14 | 18 | 16 | 18 | 18 | 26 | 16 | 11 |
| 8 | 19 | 19 | 5 | 9 | 5 | 8 | 9 | 2 | 5 | 4 | 9 | 9 | 15 | 13 | 15 | 11 | 14 | 29 | 23 | 9 |
| 9 | 9 | 4 | 8 | 3 | 6 | 4 | 11 | 5 | 4 | 5 | 16 | 20 | 13 | 24 | 12 | 15 | 12 | 22 | 24 | 9 |
| 10 | 1 | 6 | 3 | 4 | 3 | 2 | 10 | 3 | 6 | 6 | 34 | 16 | 22 | 20 | 17 | 21 | 14 | 29 | 21 | 9 |
| 9 | 5 | 5 | 10 | 6 | 10 | 61 | 3 | 6 | 7 | 7 | 26 | 20 | 11 | 17 | 10 | 4 | 21 | 20 | 7 | 9 |
| 3 | 8 | 25 | 6 | 7 | 24 | 14 | 6 | 14 | 27 | 8 | 17 | 8 | 15 | 15 | 7 | 8 | 17 | 14 | 7 | 9 |
| 8 | 6 | 7 | 4 | 11 | 12 | 6 | 4 | 8 | 2 | 9 | 18 | 15 | 16 | 10 | 9 | 14 | 20 | 19 | 29 | 7 |
| 1 | 63 | 23 | 33 | 89 | 66 | 54 | 77 | 128 | 142 | 10 | 5 | 9 | 7 | 4 | 4 | 5 | 4 | 3 | 2 | 7 |

Sorted on 2019 Intersection Crashes - Decreasing



2010 - 2019 Crash Statistics
Public Works Engineering Division

| Years in Top 10 | Ranking by Intersection Crashes | | | | | | | | | | Midblock | | | | | | | | | | | |
|-----------------|---------------------------------|------|------|------|------|------|------|------|------|------|--------------|---|------|------|------|------|------|------|------|------|------|----|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | Intersection | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| 10 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | VETERANS PKWY @ EMPIRE ST | 4 | 4 | 7 | 11 | 12 | 15 | 10 | 11 | 14 | 17 |
| 10 | 4 | 2 | 2 | 1 | 1 | 5 | 2 | 10 | 3 | 2 | 2 | MORRISSEY DR @ VETERANS PKWY | 10 | 7 | 6 | 11 | 5 | 9 | 7 | 8 | 7 | 13 |
| 10 | 2 | 3 | 7 | 5 | 4 | 3 | 5 | 4 | 8 | 3 | 3 | VETERANS PKWY @ OAKLAND AVE | 12 | 7 | 5 | 13 | 10 | 13 | 6 | 1 | 6 | 9 |
| 8 | 19 | 19 | 5 | 9 | 5 | 8 | 9 | 2 | 5 | 4 | 4 | VETERANS PKWY @ CLEARWATER AVE | 9 | 6 | 14 | 16 | 19 | 14 | 24 | 16 | 21 | 30 |
| 9 | 9 | 4 | 8 | 3 | 6 | 4 | 11 | 5 | 4 | 5 | 5 | VETERANS PKWY @ WASHINGTON ST | 13 | 12 | 16 | 10 | 16 | 10 | 10 | 7 | 3 | 15 |
| 10 | 1 | 6 | 3 | 4 | 3 | 2 | 10 | 3 | 6 | 6 | 6 | HERSHEY RD @ EMPIRE ST | 4 | 17 | 10 | 11 | 10 | 10 | 8 | 3 | 9 | 14 |
| 9 | 5 | 5 | 10 | 6 | 10 | 61 | 3 | 6 | 7 | 7 | 7 | VETERANS PKWY @ GENERAL ELECTRIC/VERNON | 12 | 10 | 11 | 16 | 18 | 25 | 6 | 9 | 0 | 6 |
| 3 | 8 | 25 | 6 | 7 | 24 | 14 | 6 | 14 | 27 | 8 | 8 | COMMERCE PKWY @ VETERANS PKWY | 2 | 3 | 4 | 9 | 10 | 11 | 11 | 6 | 7 | 2 |
| 8 | 6 | 7 | 4 | 11 | 12 | 6 | 4 | 8 | 2 | 9 | 9 | VETERANS PKWY @ EASTLAND DR | 16 | 8 | 13 | 20 | 14 | 19 | 16 | 7 | 5 | 19 |
| 1 | 63 | 23 | 33 | 89 | 66 | 54 | 77 | 128 | 142 | 10 | 10 | MADISON ST @ MARKET ST | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |

Sorted on 2019 Intersection Crashes - Decreasing



2010 - 2019 Crash Statistics
Public Works Engineering Division

| Years in Top 10 | Ranking by Intersection Crashes | | | | | | | | | | Private Property | | | | | | | | | | | |
|-----------------|---------------------------------|------|------|------|------|------|------|------|------|------|------------------|---|------|------|------|------|------|------|------|------|------|---|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | Intersection | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| 10 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | VETERANS PKWY @ EMPIRE ST | 1 | 3 | 1 | 4 | 2 | 8 | 2 | 0 | 5 | 9 |
| 10 | 4 | 2 | 2 | 1 | 1 | 5 | 2 | 10 | 3 | 2 | 2 | MORRISSEY DR @ VETERANS PKWY | 5 | 4 | 2 | 5 | 5 | 3 | 6 | 2 | 7 | 7 |
| 10 | 2 | 3 | 7 | 5 | 4 | 3 | 5 | 4 | 8 | 3 | 3 | VETERANS PKWY @ OAKLAND AVE | 2 | 1 | 6 | 3 | 5 | 1 | 1 | 2 | 6 | 0 |
| 8 | 19 | 19 | 5 | 9 | 5 | 8 | 9 | 2 | 5 | 4 | 4 | VETERANS PKWY @ CLEARWATER AVE | 4 | 3 | 8 | 4 | 6 | 10 | 15 | 9 | 17 | 9 |
| 9 | 9 | 4 | 8 | 3 | 6 | 4 | 11 | 5 | 4 | 5 | 5 | VETERANS PKWY @ WASHINGTON ST | 7 | 4 | 4 | 3 | 6 | 5 | 4 | 1 | 6 | 6 |
| 10 | 1 | 6 | 3 | 4 | 3 | 2 | 10 | 3 | 6 | 6 | 6 | HERSHEY RD @ EMPIRE ST | 6 | 1 | 4 | 7 | 0 | 3 | 4 | 0 | 6 | 4 |
| 9 | 5 | 5 | 10 | 6 | 10 | 61 | 3 | 6 | 7 | 7 | 7 | VETERANS PKWY @ GENERAL ELECTRIC/VERNON | 2 | 0 | 4 | 2 | 2 | 3 | 3 | 0 | 1 | 3 |
| 3 | 8 | 25 | 6 | 7 | 24 | 14 | 6 | 14 | 27 | 8 | 8 | COMMERCE PKWY @ VETERANS PKWY | 3 | 1 | 4 | 4 | 1 | 2 | 1 | 0 | 7 | 2 |
| 8 | 6 | 7 | 4 | 11 | 12 | 6 | 4 | 8 | 2 | 9 | 9 | VETERANS PKWY @ EASTLAND DR | 5 | 5 | 9 | 3 | 3 | 4 | 5 | 6 | 6 | 4 |
| 1 | 63 | 23 | 33 | 89 | 66 | 54 | 77 | 128 | 142 | 10 | 10 | MADISON ST @ MARKET ST | 2 | 3 | 0 | 0 | 4 | 3 | 1 | 0 | 1 | 4 |

Sorted on 2019 Intersection Crashes - Decreasing

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
SEPTEMBER 15, 2020**

| CASE NUMBER: | SUBJECT: | ORIGINATING FROM: |
|---------------------|--|---|
| TC-2020-02 | Constitution Trail Southeast Extension Project: Lafayette to Hamilton | Philip Allyn, PE, PTOE City Traffic Engineer |
| REQUEST: | Review and provide a recommendation in support of the staff proposal to construct the Constitution Trail Southeast Extension, Lafayette to Hamilton project and submit a 2020 ITEP Grant application for funding. | |
| | | |
| | | |

| STAFF RECOMMENDATION: Approval |
|--|
| <p>Staff recommends the Transportation Commission pass the following motion:</p> <p style="padding-left: 40px;">A. Recommend that staff move forward with constructing the Constitution Trail Southeast Extension, Lafayette to Hamilton, contingent upon funding availability and submitting a 2020 ITEP Grant application for funding.</p> |

1. ATTACHMENTS:

- a. **Project Map**
- b. **City of Bloomington Bicycle Master Plan Figure 4.4: Existing and High/Medium Priority Recommended Bikeways**
- c. **City of Bloomington Bicycle Master Plan pages 22-25 - Table 4.1: Recommended Projects – High and Medium Priorities**
- d. **Background information available on the City Website:**
 - i. **City of Bloomington Bicycle Master Plan**
 - ii. **City of Bloomington Comprehensive Plan**

2. BACKGROUND AND SUPPLEMENTAL INFORMATION:

Staff is always looking for opportunities to implement the various accommodations shown in the City Bicycle Master Plan. In addition to incorporating facilities as part of other projects, such as adding bike or shared lanes with pavement resurfacings, staff seeks out ways to fund independent projects. Beginning August 21, 2020, the Illinois Department of Transportation (IDOT) began accepting applications for its Illinois Transportation Enhancement Program (ITEP) grant. The grant can be used for multiple project types. Additional information on the grant is provided in another section below. Staff requests that the Transportation Commission recommend proceeding with the Constitution Trail Southeast Expansion Project: Lafayette to Hamilton as purposed pending available funding and applying for the 2020 Illinois Transportation Enhancement Program (ITEP) grant to provide funding for the project.

The proposed project will complete two high-priority Constitution Trail southeast extension projects included in the City’s Bicycle Master Plan: extending the trail from Lincoln Street Bunn Street along Norfolk Southern Railway, and then along Bunn street to Hamilton Road. Note that the portion between Lincoln Street and Lafayette Street will be completed with a planned, future, locally-funded project rather than the ITEP grant due to requirements of the grant. A future planned segment, which is a medium priority in the master plan, will complete the “backbone” that connects south Bloomington to west Bloomington.

The completed project will:

- ♥ Provide an extension of Constitution Trail that will connect users to Downtown Bloomington, parks, businesses, residential areas in the west and south portions of the city, and the Hamilton Road east-west corridor (scheduled for completion in 2022);
- ♥ Provide a safe place for pedestrians and bicyclists to navigate across Veterans Parkway (I-55 Business);
- ♥ Facilitate infill commercial and residential development as advocated in the Comprehensive Plan;
- ♥ Construct approximately 4,700 linear feet of new 10-foot-wide, multi-use path from Lafayette Street to connect to existing path along Hamilton Road;
- ♥ Complete two high-priority projects recommended in the Bicycle Master Plan and included in the McLean County Regional Planning Commission’s Long-Range Transportation Plan; and
- ♥ Improve upon the original Bicycle Master Plan recommendation for the section along Bunn Street by providing a path separate from the roadway rather than just paved shoulders and sidewalk.

Bicycle Master Plan

On March 18, 2014, a “Public Brainstorming Workshop” was attended by over 90 residents. The purposes of the workshop included:

- ♥ Gather local resident knowledge on biking needs
- ♥ Prioritize road corridors and other routes to study for potential improvements
- ♥ Build community support for the plan and its implementation.

Each attendee marked individual maps with suggested “routes to study” for improvements. The map at the end of Appendix 2 in the Master Plan shows the results of this input, with each recommended segment color-coded by the number of participants suggesting that it be considered. A group exercise followed in which top priorities of tables from three geographic regions of the City were discussed and reported in the master plan.

In addition to the Public Brainstorming Workshop, members of the public were given opportunities to comment both before and after the development of plan recommendations. McLean County Regional Planning Commission greatly increased public involvement and outreach at the onset of the plan, through the MindMixer online application. Electronic publicity and an insert in City water bills resulted in over 1,000 comments from local citizens. The water bill survey is at the end of this appendix.

Later in the planning process, the preliminary bikeway network recommendations were presented at a November 18, 2014 public meeting attended by twelve residents. These and others provided input at the meeting and during a public comment period afterwards.

Details on the results of the public input are available in the Bicycle Master Plan. The recommendations for the segments included in the locally-funded project and the proposed grant-funded project are included below:

Constitution Trail Southeast Extension, Lincoln to Bunn

| Comments | Sidewalk Status | Primary recommendation | Notes and Other Options | Public "votes" | Priority |
|--|------------------------|-------------------------------|----------------------------------|-----------------------|-----------------|
| Along active railroad. City ROW owned SE to Bunn only. | | Trail | W-side of active railroad tracks | 3 | High |

Bunn Street, RR Xing to Hamilton

| Comments | Sidewalk Status | Primary recommendation | Notes and Other Options | Public "votes" | Priority |
|-----------------|------------------------|-------------------------------|--|-----------------------|-----------------|
| | None | Paved shoulders, add sidewalk | 3 or 4' paved shoulders. SW on one (W?) side. Rail-trail ROW not owned SE of here, so Bunn become route S. | 16 | High |

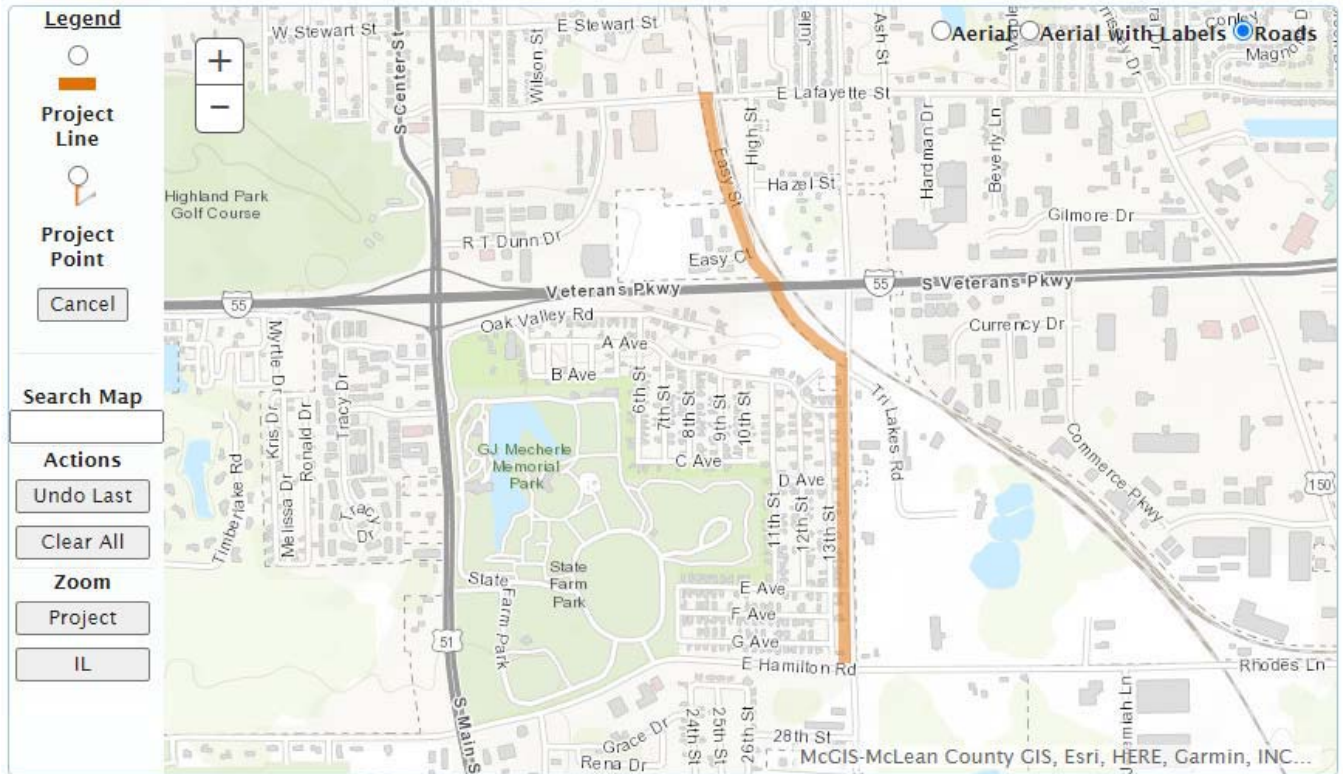
The Bunn Street, RR Xing to Hamilton, section of the trail extension shows paved shoulders and add sidewalk. Instead, the staff is proposing a multi-use path that would overlap an existing sanitary sewer force main easement on the west side of Bunn near the mobile home park. This would provide a more bicycle- and ped-friendly accommodation than the original recommendation. Staff feels an update to the Bicycle Master Plan would be unnecessary, since the segment is included in the plan.

Community Score

As part of the Rebuild Illinois Capital Program, IDOT set aside \$50,000,000 from the Road Fund for pedestrian and bicycle facilities and the conversion of abandoned railroad corridors to trails projects. At least 25 percent of projects funded will be directed towards projects in high-need communities. Furthermore, the local matching funds shall be determined on a sliding scale based on community size, median income and total property tax base.

An online, interactive map was used to draw the limits of the project to determine the corresponding score from each of the community scoring criteria. The scores will be weighted for an overall Community Map score of 100. The Tax Per Capita and Population will receive a weight of 15 percent each and the Percent Below Poverty Level and Estimated Median

Household Income will both receive a weight of 35 percent each. Local match will be determined once all applications have been scored for both the project and the mapping high-need elements. The match for those projects in the most high-need communities will have no local match required; those projects in the next group of high-need scores will have 10% local match required. Projects that have high project scores but low scores for the high-need elements will have a 20 percent local match required. The required local match will not be known until all projects are scored on the grant criteria and selected to receive the grant. However, staff recommends approving the full 20 percent local match so that the remaining 80 percent would come from ITEP funds. The proposed project has a Community Score of 58.5.



| Census Tract | Tax Per Capita | Score | Population | Score | Below Poverty(%) | Score | Median Household Income | Score |
|---|----------------|-----------|--------------|------------|------------------|-----------|-------------------------|-----------|
| Census Tract 11.04, McLean County, Illinois | 1608.11 | 2 | 8271 | | 2.4 | 1 | 90795 | 2 |
| Census Tract 21.01, McLean County, Illinois | 561.18 | 3 | 5118 | | 16.7 | 1 | 57051 | 4 |
| Census Tract 58, McLean County, Illinois | 629 | 3 | 4083 | | 5.9 | 1 | 52230 | 4 |
| Census Tract 59, McLean County, Illinois | 459.84 | 4 | 4587 | | 26.8 | 2 | 40359 | 4 |
| Selected Scores | | 4 | 22059 | 3 | | 2 | | 4 |
| Weighted Scores | | 12 | | 4.5 | | 14 | | 28 |

| | | |
|-----------------|-------------------------------|-----------------|
| Community Score | Title | |
| 58.5 | Constitution Trail, Lafayette | Save and Return |

What is ITEP grant?

The ITEP grant is listed as major funding source in the Bicycle Master Plan. The goal of the Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for

members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Under ITEP, the Illinois Department of Transportation (IDOT) works jointly with other state agencies, local governments, interest groups and citizens in enhancing the transportation system and building more livable communities. The enhancement program allows the opportunity for the public to become directly involved in transportation projects. Public participation is encouraged throughout the entire program planning, development, and implementation process. The public may provide comments on the program guidelines, as well as individual projects.

Federal Funding for ITEP

On December 4, 2015, the federal transportation bill, Fixing America’s Surface Transportation Act, or “FAST Act” was signed into law. The FAST Act replaced the MAP-21 Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives authorized under Section 1109 of the FAST Act (23 U.S.C. 133(h)).

State Funding for ITEP

On June 28, 2019 the Department of Transportation Law of the Civil Administrative Code of Illinois (20 ILCS 2705) was amended by adding Sec. 2705-615. Supplemental funding; Illinois Transportation Enhancement Program.

Sec. 2705-615 requires that the Department of Transportation shall set aside \$50 million received by the Department of Transportation from the Road Fund for the projects in the following categories:

- 🍁 Pedestrian and bicycle facilities and the conversion of abandoned railroad corridors to trails. Phase I Preliminary Engineering will be eligible to receive funds.
- 🍁 25% of the funding will be directed towards projects in high-need communities, based on community median income and total property tax base.
- 🍁 Local matching funds shall be required according to a sliding scale based on community size, total property tax base, and median income.

3. STAFF RECOMMENDATION:

Staff recommends the Transportation Commission pass the following motion:

- A. Recommend that staff move forward with constructing the Constitution Trail Southeast Extension, Lafayette to Hamilton, contingent upon funding availability and submitting a 2020 ITEP Grant application for funding.**

Respectfully submitted,

Philip Allyn, PE, PTOE
City Traffic Engineer

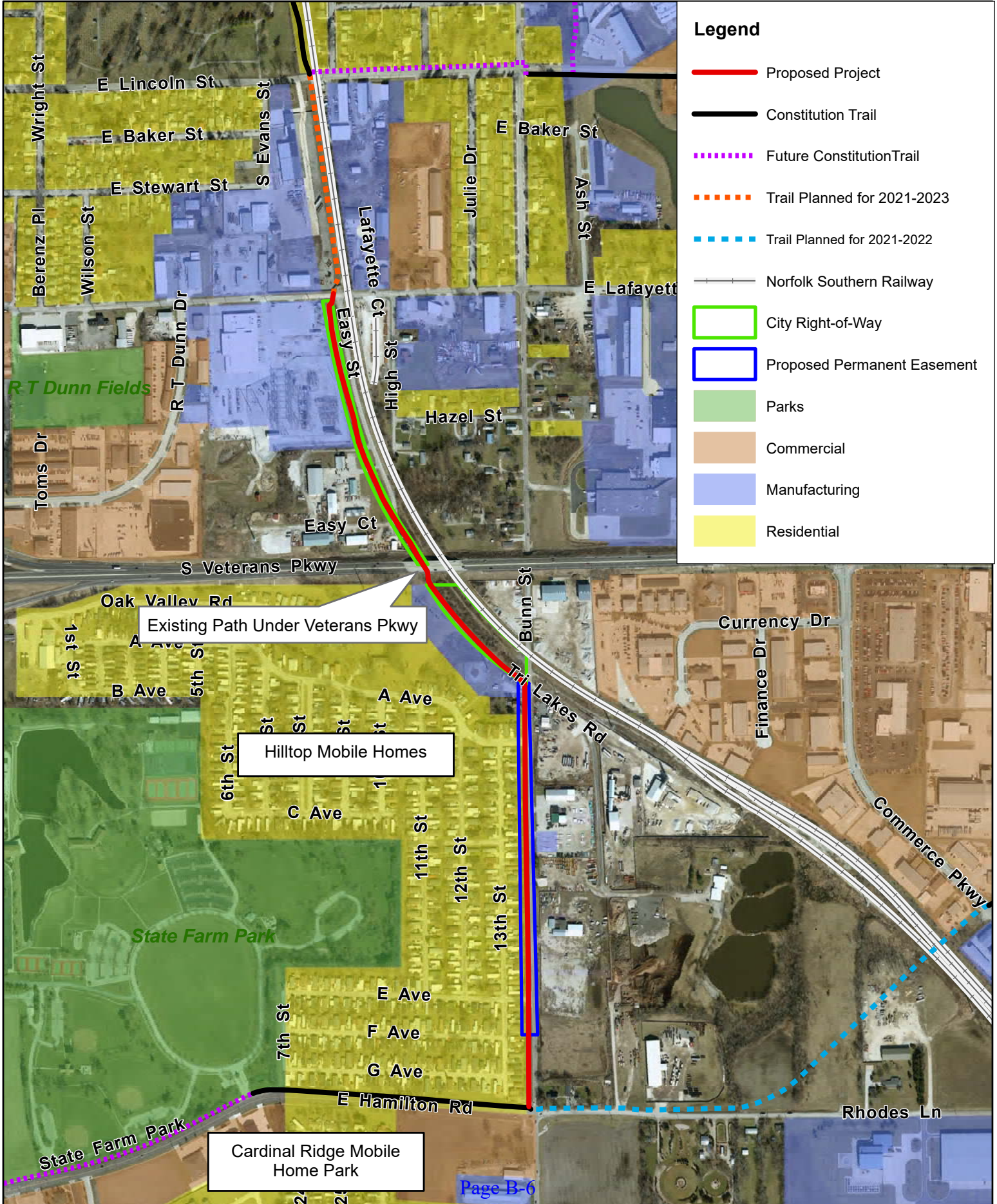
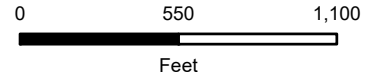
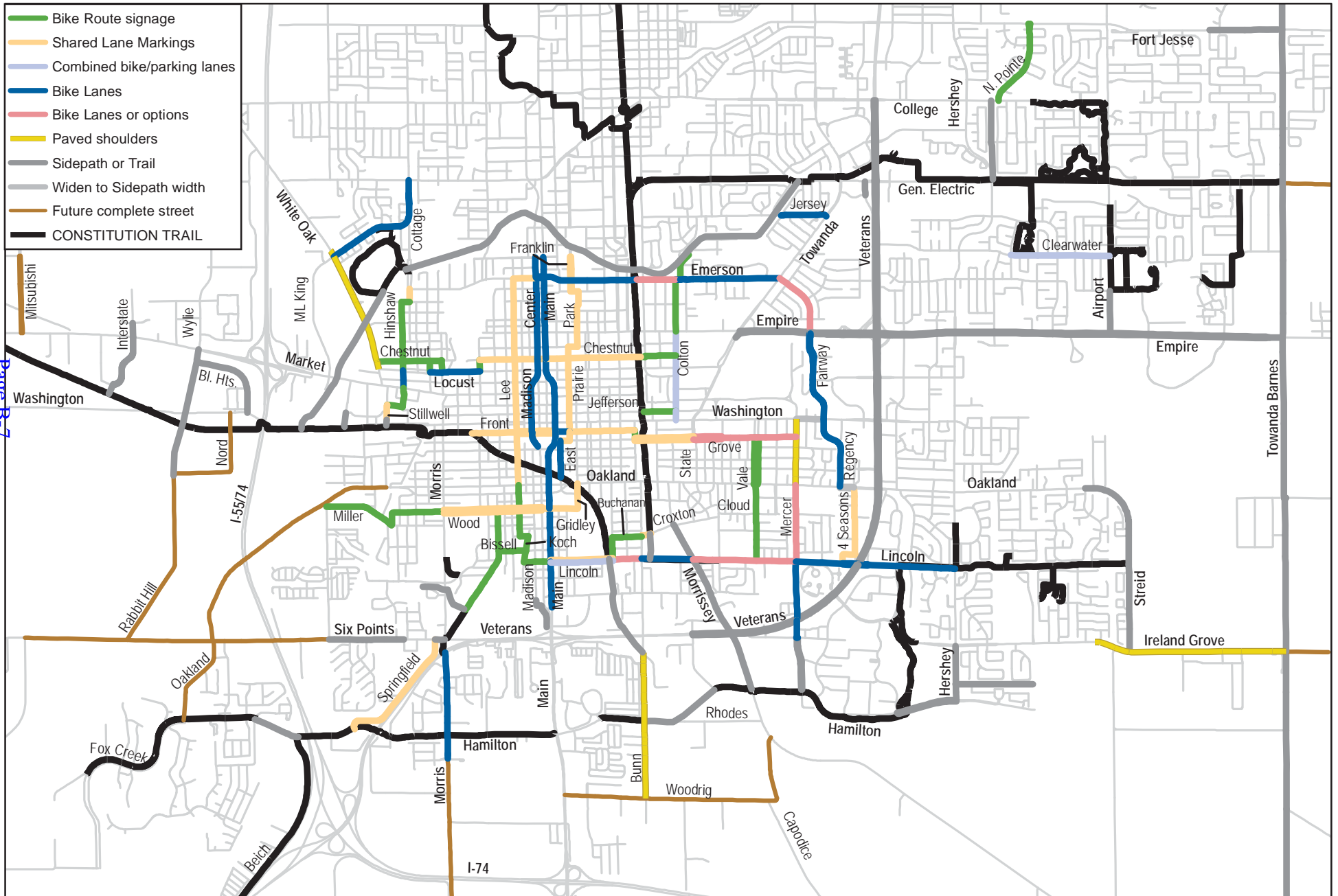


Figure 4.4: Existing and High/Medium Priority Recommended Bikeways



Understanding the Project List

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service, sidewalk coverage, recommendation details and implementation notes, is housed in a spreadsheet that helps create the maps. See Appendix 4 for the entire dataset by road segment.

The table below summarizes recommended projects by road name. Listed at the end are low priority routes less important to the network. When an agency other than the City of Bloomington has jurisdiction and could take the lead on implementation, that agency is listed in the Priority column: *IDOT*, *McLean County*, *Town of Normal*, or *Bloomington-Normal Water Reclamation District (BNWRD)*. Bike facilities would not be installed on township (*Twsp*) roads unless jurisdiction is transferred to the City.

Table 4.1. Recommended Projects - High and Medium Priorities

| Street | From (NW) | To (S/E) | On Road Recommendation | Off Road Recommendation | Priority |
|-----------------------|---------------------------|--------------------|-------------------------------|--------------------------|----------------|
| Albert/East | Grove | Constitution Trail | Bike Lanes | | High |
| Allin | Chestnut | Locust | Bike Route wayfinding signage | | Medium |
| Bissell | Low | Koch | Bike Route wayfinding signage | | Medium |
| BNWRD Trail | Const. Tr. W (Washington) | Const. Tr. N | | Trail | High (BNWRD) |
| BNWRD Trail | Const. Tr. N. | Const. Tr. E. | | Trail | Medium (BNWRD) |
| Buchanan | Clayton | Bunn | Bike Route wayfinding signage | | High |
| Bunn | Lafayette | Veterans | | Sidewalk | Medium |
| Bunn | RR Xing | Hamilton | Paved Shoulders | Sidewalk | High |
| Bunn | Hamilton | Woodrig | Paved Shoulders | | Medium [Twsp] |
| Caroline | Circle | Washington | | Trail link | Medium |
| Center | Normal border | Locust | Buffered Bike Lanes | | High [IDOT] |
| Chestnut | White Oak | Morris | Bike Route wayfinding signage | | Medium |
| Chestnut | Allin | Center | Shared Lane Markings | | Medium |
| Chestnut | Center | Const. Tr./Linden | Shared Lane Markings | | High |
| Chestnut | Const. Tr./Linden | Colton | Bike Route wayfinding signage | | Medium |
| Clayton | Buchanan | Lincoln | Bike Route wayfinding signage | | High |
| Clearwater | Veterans | N of Mt Vernon | | Intersection improvement | Medium |
| Clearwater | Mill Creek | Airport | Combined Bike/Parking Lanes | | Medium |
| Colton | Emerson | Empire | Bike Route wayfinding signage | | Medium |
| Colton | Empire | Washington | Combined Bike/Parking Lanes | | Medium |
| Const Tr SE extension | Lincoln | Bunn | | Trail | High |

| Street | From (N/W) | To (S/E) | On Road Recommendation | Off Road Recommendation | Priority |
|---------------------------|---------------------------|-----------------|---|---------------------------------------|---------------|
| Constitution Tr extension | Croxton | Lincoln | | Trail | High |
| Cottage | Normal border | ML King Dr | Bike Lanes (road diet) | | Medium |
| Cottage | Seminary | Forrest | Shared Lane Markings | | High |
| Cottage | White Oak Park north edge | Seminary | | Finish Sidewalks, (widen to sidepath) | Medium |
| Croxton | Bunn | Indianapolis | Shared Lane Markings | | High |
| East | Locust | Olive | Buffered Bike Lanes (road diet) | | High [IDOT] |
| Emerson | Lee | Center | Shared Lane Markings | | High |
| Emerson | Center | Linden | Bike Lanes (road diet) | | High |
| Emerson | Linden | State | Bike Lanes (remove parking) or backup options | | High |
| Emerson | State | Eboch | Bike Lanes | | High |
| Emerson | Eboch | Towanda | Bike Lanes (remove continuous left-turn lane) | | High |
| Empire | Colton | Towanda | | Finish Sidewalk | Medium [IDOT] |
| Empire | Towanda | Airport | | Sidepath | High [IDOT] |
| Empire | Airport | Towanda Barnes | | Sidepath | Medium [IDOT] |
| Ethell | Normal border | Emerson | Bike Route wayfinding signage | Sidewalk | Medium |
| Fairway | Towanda | Empire | Bike Lanes (remove parking) or backup options | | High |
| Fairway | Empire | Eastland | Bike Lanes (road diet) | | High |
| Four Seasons | Oakland | Lincoln | Shared Lane Markings | | Medium |
| Fox Creek | Danbury | Beich | | Sidepath | High |
| Franklin | Normal border | Emerson | Shared Lane Markings | | Medium |
| Franklin | Emerson | Beecher | Shared Lane Markings | | High |
| Gridley | Wood | Oakland | Shared Lane Markings | | High |
| Grove | Albert | Prairie | Shared Lane Markings | | High |
| Grove | Robinson | State | Shared Lane Markings | | High |
| Grove | State | Vale | Bike Lanes (remove parking) or backup options | | High |
| Grove | Vale | Mercer | Bike Route wayfinding signage | | High |
| Hickory/Koch | Lee | Bissell | Bike Route wayfinding signage | | High |
| Hinshaw/Forrest | Cottage | Locust | Bike Route wayfinding signage | | High |
| Hinshaw | Locust | Market | Bike Lanes | | High [IDOT] |
| Hinshaw/Sheridan | Market | Stillwell | Bike Route wayfinding signage | | High |
| IAA Dr | Vernon | Kurt | | Sidepath | High |
| Interstate | Westgate | S-end | | Sidepath | Medium |
| Ireland Grove | Dover | E of Bear Creek | | Sidewalk | Medium |
| Ireland Grove | E of Bear Creek | Towanda Barnes | Paved Shoulders | Sidewalk or Sidepath | High |
| Jefferson | Const. Tr./Robinson | Colton | Bike Route wayfinding signage | | Medium |
| Koch | Bissell | Lincoln | Bike Route wayfinding signage | | High |

| Street | From (N/W) | To (S/E) | On Road Recommendation | Off Road Recommendation | Priority |
|----------------|--------------------|--------------------|---|---------------------------------------|------------------|
| Lafayette | Center | Bunn | | Sidewalk | Medium |
| Lafayette | Bunn | Morrissey | | Finish Sidewalk | Medium |
| Lee | Emerson | Oakland | Shared Lane Markings | | High |
| Lee | Oakland | Hickory | Bike Route wayfinding signage | | High |
| Lincoln | Koch | Main | Bike Route wayfinding signage | | Medium |
| Lincoln | Constitution Trail | Bunn | Bike Lanes (remove parking) or backup options | | High |
| Lincoln | Bunn | Morrissey | Bike Lanes (remove continuous left-turn lane) | | High |
| Lincoln | Morrissey | Mercer | Bike Lanes (remove parking) or backup options | | High |
| Lincoln | Mercer | Hershey | Bike Lanes (road diet) | | High |
| Lincoln (E-bd) | Main | Constitution Trail | Combined Bike/Parking Lane | | High |
| Lincoln (W-bd) | Main | Constitution Trail | Shared Lane Markings | | High |
| Locust | Western | Morris | Bike Lanes | | Medium [IDOT] |
| Locust | Morris | Catherine | Buffered Bike Lanes | | High [IDOT] |
| Locust | Catherine | Allin | Bike Lanes (remove continuous left-turn lane) | | High [IDOT] |
| Locust | Colton | Towanda | | Finish Sidewalks | High |
| Low | Wood | Bissell | Bike Route wayfinding signage | | Medium |
| Madison | Locust | Olive | Buffered Bike Lanes (road diet) | | High [IDOT] |
| Main | Center | Hamilton | | Finish Sidewalks, (widen to sidepath) | High |
| Main | S of Woodrig | I-74 | Better rumble strips | Sidewalk | Medium |
| Main | Normal border | Locust | Buffered Bike Lanes (road diet) | | High [IDOT] |
| Main | Olive | Center | Buffered Bike Lanes (road diet) | | High [IDOT] |
| Market | ML King Dr | Caroline | | Bridge improvement | Medium [IDOT] |
| Mercer | Washington | Oakland | Paved Shoulders | Sidewalk | Medium |
| Mercer | Oakland | Lincoln | Bike Lanes (remove parking) or backup options | Sidewalk | Medium |
| Mercer | Lincoln | Ireland Grove | Bike Lanes (road diet) | | High |
| Mercer | Ireland Grove | Hamilton | | Add Sidepath | High |
| Miller | Alexander | Pancake | Bike Route wayfinding signage | | Medium |
| ML King Dr | Cottage | White Oak | Bike Lanes (road diet) | | Medium |
| Morris | Chestnut | Locust | Bike Route wayfinding signage | | Medium |
| Morris | Veterans | Hamilton | Bike Lanes (remove parking and lower speed) | | High |
| Morris | Hamilton | Witten Woods | Bike lanes (remove continuous left-turn lane) | Finish Sidewalk | Medium |
| Morrissey | Croxtan | Lincoln | | Sidepath | Medium [IDOT] |
| Morrissey | Lincoln | Hamilton | | Sidepath | High [IDOT] |
| North Pointe | Fort Jesse | College | Bike Route wayfinding signage | | Medium |
| Oakland | Regency | Four Seasons | | Widen to sidepath | Medium |

| Street | From (N/W) | To (S/E) | On Road Recommendation | Off Road Recommendation | Priority |
|--------------------------------|------------------------------|----------------------------|-------------------------------|-------------------------|--------------------|
| Oakland/ Streid | Eddy | Const. Tr. /White Eagle | | Sidepath | Medium |
| Pancake/ Wood | Miller | Barker | Bike Route wayfinding signage | | Medium |
| Prairie | Front | Grove | Shared Lane Markings | | High |
| Regency | Eastland | Oakland | Bike lanes (road diet) | | High |
| Six Points | Alexander | Szaret | | Sidepath | Medium |
| Six Points | Szaret | Springfield | | Sidewalk | Medium |
| Six Points | Springfield | Morris | | Sidepath | High |
| Springfield | Bissell | south end/ Forrest Park | Bike Route wayfinding signage | | High |
| Springfield | Six Points | Fox Creek | Shared Lane Markings | Sidewalk | High |
| Stillwell | Sheridan | Washington | Shared Lane Markings | | High |
| Streid | Constit. Tr. /White Eagle | Ireland Grove | | Sidepath | Medium |
| Towanda | Locust | Washington | | Finish Sidewalk | High |
| Towanda | Empire | Locust | | Sidewalk | High |
| Towanda Barnes | Raab | Ireland Grove | | Sidepath | High [County] |
| trail (by Ireland Grove) | Hershey | Brookstone | | Trail | Medium |
| trail (by Oakwood) | College | Gen. Electric | | Trail | Medium |
| trail | PJ Irvin Park | Miller Park | | Trail | Medium |
| trail link | Interstate | Constitution Trail | | Trail link | Medium |
| trail link | Washington | Constitution Trail | | Trail link | High |
| trail link | Madison and Lafayette | Main and RT Dunn | | Trail and sidepath | Medium |
| Vale | Oakland | Lincoln | Bike Route wayfinding signage | | Medium |
| Vale | Grove | Oakland | Bike Route wayfinding signage | | Medium |
| Veterans | College | Commerce | | Sidepath | High [IDOT] |
| Veterans | Morris | Commerce | | Bridge improvement | Medium [IDOT] |
| Washington | Mercer | Regency | | Widen to sidepath | Medium |
| Western | Chestnut | Locust | Bike Route wayfinding signage | | Medium |
| White Oak | Normal border | Locust | Paved Shoulders | Sidewalk or Sidepath | Medium [County] |
| Wood | Barker | Morris | Bike Route wayfinding signage | | Medium |
| Wood | Center | Gridley | Shared Lane Markings | | High |
| Wood | Morris | Center | Shared Lane Markings | | High |
| Wylie | Normal border | IL9/Market | | Finish sidewalks | High |

**CITY OF BLOOMINGTON
REPORT FOR THE TRANSPORTATION COMMISSION
SEPTEMBER 15, 2020**

| CASE NUMBER: | SUBJECT: | ORIGINATING FROM: |
|--------------|--|---|
| INFORMATION | Summary of Citizen Comments/Complaints Received September 2020 | 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 February 13, 2020 and September 11, 2020 or are updates of previous comments (additions to previous updates are **Bold-Underlined**):

- 1) Received Request to replace faded parking restriction signs along Washington Street. Need to visit site and submit work order to sign crew.

- 2) Received complaint of speeding on E. Oakland east of Hershey, especially around Watford. Due to hill east of Watford, 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. Speed data collected indicates speeding issues. Reviewing results with Police for potential solutions.

- 3) Received complaint about truck traffic on Fort Jesse Road. Observed a large number of trucks using Fort Jesse and traveling to and from properties along Fort Jesse. **Determined that large number of trucks was due to a trucking logistics company that had recently opened further west on Fort Jesse, thus these trucks are local to Fort Jesse Road. Item Considered Closed.**

- 4) 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. Installed traffic cameras to determine number of trucks utilizing the cul-de-sac to avoid traveling through the neighborhood to the west and south on Vladimir to observe if there are any usual traffic movements.
- 5) Received request for traffic calming on Eastport Drive between Clearwater and Empire. Speed data collected. Speed data was inconclusive, need to collect data in additional locations.
- 6) 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.
- 7) Received two separate concerns about commercial parking on residential portion of Norma Drive. Need to contact residents and discuss.
- 8) Received request for no parking in front of a residence on Colton due to constant blocking of driveway. Need to visit site and review.
- 9) Received complaint of landscaping creating a sight obstruction at Peirce and Mercer. Need to visit site and review when landscaping is in full bloom.
- 10) 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.
- 11) 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.
- 12) Received request to limit parking on Beecher between Fell and Horenberger due to sight distance reasons. Visited site for preliminary evaluation. Need to contact requestor and discuss further.
- 13) Received concern about no turn on red at Six Points Road and S. Morris. Need to contact to clarify.
- 14) 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.
- 15) Received complaints of bicyclists blowing stop sign at Bunn / Buchanan and Buchanan / Clayton. Request to evaluate options for additional signage and increased enforcement.

- 16) 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. Met with the Principal and Facilities Manager and reviewed current signage. School zone appears to be correctly signed currently. Observed pick-up and drop-offs, which appear to minimize impacts to surrounding area as much as possible. Need to determine options for increased signage, if any.
- 17) 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.
- 18) Received request for school crossing guard at Irving. Completed data gathering, working on analysis.
- 19) 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.
- 20) Received request for streetlight on Cottage between Perry and Graham. Need to visit site and evaluate lighting levels.
- 21) 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.
- 22) Received request for removal of accessible 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.
- 23) 1/17/19 – Received a request to limit the parking on Ridgewood Terrace to only one side of the street. Letters notifying residents of the potential removal of parking on the north side, including the cul-de-sac, and requesting comments were hand delivered on 4/3/19. Vote was not supportive of restricting parking. Need to review for adequate turning room in cul-de-sac for garbage trucks.
- 24) 2/21/19 – Received request for “Deer Crossing” warning signs on W. Washington Street between Caroline and I-74 after witnessing 5 hit deer within the last year and seeing a large herd of deer several times along the road.
- 25) 3/7/19 – Received a request for stops signs at Maizefield Drive and Harbord Drive. Currently stop signs on Maizefield. Need to contact and clarify request.

- 26) 3/12/19 – Received complaints about speeding on Woodruff from Colton to Locust and on Linden from Woodruff to Monroe. Completed preliminary review for traffic calming: ADT and functional classification requirements appear to be met. Collected speed data. Need to compare data to traffic calming policy.
- 27) 3/13/19 – Received concerns about the speed of traffic on Beich Road presenting a hazard to drivers entering and exiting the Nestle 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 IDOT to inquire about replacing old and missing visual barrier panels in the existing ROW fence between Beich Road and the Interstate. Discussed additional options with requestor. Entrance owner plans to upgrade the stop sign to a higher-visibility sign and add “cross traffic does not stop”. IDOT informed that they will not replace the visual barrier panels. Fence too short to adequately block view of traffic on the interstate that drivers are confusing for traffic on Beich Road. Original requestor asked for “Plant Entrance” sign on southbound Beich Road. Contacted IDOT about planting trees in the I-55 right of way to create visual barrier. IDOT indicated that trees would not be allowed, but gave a couple species of tall grasses that could be considered. Visited site visit with Parks Department and discussed planting some tall decorative grasses in the spring.
- 28) 4/9/19 – Received a request to evaluate the parking in front of 613 E. Mill Street (corner of Mill and Evans intersection) to allow garbage trucks to be able to turn without running over the curb and sidewalk. Reviewed in field and confirmed narrow streets combined with allowed parking cause garbage trucks to have to driver over curve and sidewalk ramps (less than 2-year-old ramp is now severely cracked). Need to complete work order to restrict parking in front of 613 E. Mill Street and modify City Code.
- 29) 4/10/19 – Received request for additional lighting on Orchard. Evaluated existing street lighting: fixtures are older style, submitted request to Ameren to upgrade to newer, brighter, LED heads. Will evaluate further once upgrades are complete.
- 30) 4/12/19 – Received a complaint about speed on Vladimir and motorcycles and mopeds driving on the sidewalks.
- 31) 4/22/19 – Received a request for No Parking signs to be posted in North/South Alley adjacent to 504 E. Locust. Vehicles from apartment building park in alley rather than the building’s parking lot and block the driveway.
- 32) 4/30/19 – Received request for “Deer Crossing” warning signs by 1608 Six Points Road. Deer regularly cross in this location.
- 33) 5/2/19 – Received concern about speeding in the alley between White Place and Constitution Trail north of Empire. Requested increased speed limit signage, “No Through Traffic” signage and speed bumps.

- 34) 6/12/19 – Received request for removal of accessible parking spot at 506 E. Douglas due to person no longer living there. Need to verify, complete work order for removal, and update City Code.
- 35) 6/25/19 – Received request to limit parking on one side of the street on Forrest between Cottage and the dead-end west of Hinshaw. Letters notifying residents of the potential removal of parking and requesting comments to be written and delivered. After receiving resident feedback, a determination will be made on whether to implement the parking restriction. Street currently under construction, waiting until complete. Starting process of polling residents.
- 36) 7/30/19 – Received complaint about large number of vehicles traveling down Maysel St. (dead end) only to turn around at the end and speed back out. Requested additional or more visible dead-end signs.
- 37) 8/8/19 – Received complaint about speeding on Baywood east of Towanda Barnes. Requested additional speed limit sign or relocation of the existing sign further from the intersection to be more visible.
- 38) 8/11/19 – Received report of missing speed limits signs along Towanda Avenue between Empire and Vernon. Investigated and found one sign missing. Need to completed work order for replacement and evaluate if additional signs are needed.
- 39) 8/11/19 – Received request for lower speed limits and Children Playing signs on Northway, Vista, Garfield & Bradley.
- 40) 8/16/19 – Received report of several missing signs and broken posts Ireland Grove Road. Reviewed and determined missing signs. Need to submit work order for replacement.
- 41) 8/20/19 – Received request for No Parking signs on south side of Beecher between Main and East by mid-block driveway.
- 42) 8/22/19 – Received complaint of speeding on Vladimir between Gill and Rainbow and requested traffic calming.
- 43) 8/24/19 – Received letter with concerns from Wood Hill Towers related to pedestrian safety at the Main/MacArthur and Main/Wood intersections. Responded addressing most concerns, need to contact IDOT about potentially modifying pedestrian crossing times.
- 44) 9/10/19 – Received complaint that all left turn lanes at Hershey and Empire intersections go straight from green arrow to red arrow and need green “yield to oncoming traffic” signal.
- 45) 9/13/19 – Received notification of missing parking signs on Seville. Need to verify signs are missing and complete work order for replacement.

- 46) 9/19/19 – Received request to evaluate Woodruff and Linden by David Davis for traffic calming. Received a complaint about speeding on Woodruff from Colton to Locust and on Linden from Woodruff to Monroe. Completed preliminary review for traffic calming: ADT and functional classification requirements appear to be met. Collected speed data. Need to compare data to traffic calming policy.
- 47) 9/24/19 – Received notification that street name sign at Lake Shore and Northpointe is unreadable. Need to complete work order for replacement.
- 48) 9/27/19 – Received request to remove stop sign at Towanda Crossing and the Frontage Road along the north side of Empire. Need to review traffic data and see if it's still needed with decrease in traffic in that area.
- 49) 9/29/19 – Received request for changing Allin and Oakland to an all-way stop. Traffic Counts completed. Compared traffic volumes and crash history to all-way stop warrants: Warrants are not met. Reviewing crash history in more detail to check for patterns that may indicate something else would be beneficial such as oversized stop signs, “Cross Traffic Doesn’t Stop” signs, or parking restrictions.
- 50) 10/1/19 – Received complaint of speeding on Broadmoor.
- 51) 10/10/19 – Received request for newer and additional speed limit signs on Sunset, also warning signs for horse and buggy, children playing or “slow area”
- 52) 10/26/19 – Received request to replace faded Parking signs on Currency Dr. Signs approved. Work order submitted. **Superintendent indicates work complete. Item Considered Closed.**
- 53) 11/8/19 – Received request for No Parking Here to Corner sign on Market west of Clinton.
- 54) 11/14/19 – Received request to review parking signage in 500 block of Main Street for missing signs.
- 55) 12/3/19 – Received request to change signal at Veterans and Morris to allow left turns one green after yielding to oncoming traffic. Forwarded the request to IDOT.
- 56) 12/9/19 – Received request for streetlight on W. Market Street, to the east of Rivian Parkway. **Met with property owner and discussed options for lighting their driveway. Item Considered Closed.**
- 57) 12/13/19 – Received concern about private trees creating sight obstructions at two intersections on Wisteria. Confirmed locations. **Reviewed site distance and submitted work orders to trim trees. Submitted work order to replace yield signs with stop signs. Superintendent indicates sign work is complete. Parks Dept. to trim trees when weather allows. Item Considered Closed.**

- 58) 12/21/19 – Received complaint about the left turn lane configuration on Washington by Regency. **Discussed with resident. Will review options for discouraging drivers from entering the two-way-left-turn-lane too early.**
- 59) 1/9/20 – Received request for parking restriction on State Street between Taylor and Jackson.
- 60) 1/10/20 – Received request for signage on Springfield Road by Maywood Village.
- 61) 1/14/20 – Received request for a streetlight at Mercer and Ireland Grove.
- 62) 1/15/20 – Received request to restrict parking to only the west side of Madison between Miller and Bissell.
- 63) 1/21/20 – Received request to repaint cross walk and stop bars across Empire at Gettysburg. **Discussed with IDOT who indicated it would be acceptable for City to repaint the lines.**
- 64) 1/23/20 – Received request to limit parking at the intersection of Western and Perry and along Perry to the east of Western. **Completed work order for signage limiting parking at the intersection.**
- 65) 1/23/20 – Received request for streetlight in the alley between Market and Monroe and between Evans and Clayton. **Reviewed the location which did not meet policy for a new streetlight. Notified Resident. Item Considered Closed.**
- 66) 2/13/20 – Received complaint that traffic signals on Veterans Parkway are not coordinated earlier than 6:30 am creating unsafe driving habits as drivers speed to catch lights before they change. **Discussed with IDOT and made a minor adjustment to the coordination settings. Need to follow up to confirm effectiveness after updated settings have been in place.**
- 67) **NEW:** 2/17/20 – Received request to extend the yellow lights at Morris and Veterans and adjust phasing. Forwarded suggestions to IDOT. Item Considered Closed.
- 68) **NEW:** 2/20/20 – Received a request for a traffic signal at Ft. Jesse and Airport.
- 69) **NEW:** 3/4/20 – Received complaint of speeding along all of Mason St.
- 70) **NEW:** 3/23/20 – Received complaint about parking blocking sight distance at McGregor and Oakland.
- 71) **NEW:** 4/2/20 – Received request to remove the accessible parking spot at 506 E. Douglas (resident has moved).
- 72) **NEW:** 4/16/20 – Received complaint about traffic using to the condo parking lot at 307 Fairway to make u-turns to access the Post Office.

- 73) **NEW:** 4/22/20 – Received a request to limit parking to one side of Kreitzer between Taylor and Jackson and a sign restricting parking so close to the intersection of Kreitzer and Taylor.
- 74) **NEW:** 5/12/20 – Received a request for a parking restriction on Lamon at Hershey.
- 75) **NEW:** 5/12/20 – Received a request for "No Parking From Here to Corner" sign to be placed in front of 1206 Eastport on the west side of the street.
- 76) **NEW:** 5/31/20 – Received request for stop signs at Fell and Graham and at Franklin Park.
- 77) **NEW:** 6/4/20 – Received a complaint about the speed and tonnage of trucks on Hamilton Road.
- 78) **NEW:** 6/11/20 – Received a request to remove the “No Turn on Red” signs at Empire and Regency.
- 79) **NEW:** 6/15/20 – Received a complaint about the speed of vehicles on Olive west of Euclid.
- 80) **NEW:** 6/23/20 – Received a request for traffic calming on Hidden Lake Road.
- 81) **NEW:** 6/26/20 – Received a request for a “No Outlet” or “Dead End” sign at Jodi Land and Ebach from Jill Court.
- 82) **NEW:** 7/2/20 – Received notice that a "No parking this side of SIGN" sign on the 1500 block of West Chestnut should be " No parking this side of STREET". Confirmed in City Code and completed a work order for the replacement of the sign. Item Considered Closed.
- 83) **NEW:** 7/8/20 – Received request to re-evaluate speed limits on Ireland Grove Road, Hershey Ave., and Hamilton Road and add additional signs indicating pedestrian walkways and crossings.
- 84) **NEW:** 7/10/20 – Received request for traffic calming on Providence Dr. between Airport Road and Interlocken Dr.
- 85) **NEW:** 7/11/20 – Received request for additional lane use signage on Washington just west of Veterans Parkway.
- 86) **NEW:** 7/20/20 – Received request for traffic calming on Stone Mountain Blvd to the north and south of Degarmo.
- 87) **NEW:** 7/31/20 – Received request for “No Parking Here to Stop Sign” on Kreitzer at Oakland.

- 88) **NEW:** 8/4/20 – Received request for streetlights on Carrington Lane by Bedeker Way.
- 89) **NEW:** 8/4/20 – Received request for a “No Outlet” sign on Carrington Lane at Crooked Creek Road.
- 90) **NEW:** 8/5/20 – Received request for a streetlight by 1918 Garling Dr.
- 91) **NEW:** 8/10/20 – Received request for traffic calming on 300 block of N. Lee. Sent return correspondence indicating that Lee Street does not meet criteria for traffic calming. Item Considered Closed.
- 92) **NEW:** 8/12/20 – Received request to change the intersection of Cave Creek and Cashel from two-way stop control to all-way stop control to control speeding.
- 93) **NEW:** 8/17/20 – Received request for stop signs at Lake Bluff and Lake Fork intersection, and Hidden Lake and Twin Lake intersection and “Slow Children” signs to slow drivers.
- 94) **NEW:** 8/20/20 – Received complaint of a pedestrian pushbutton at Oakland and Regency not working. Sent electricians to repair. Item Considered Closed.
- 95) **NEW:** 8/21/20 – Received request for traffic calming on Riverwoods between Lay Lane and Sutter.
- 96) **NEW:** 8/21/20 – Received request for additional signage on Brookline.
- 97) **NEW:** 8/24/20 – Received request for traffic calming on Brookline between Cadillac and Rexel.
- 98) **NEW:** 8/24/20 – Received complaint about lack of crosswalk or signal to cross Towanda Barnes at Baywood. Sent response that this is a County intersection, but the City is working with the County to explore options for this intersection. Item Considered Closed.
- 99) **NEW:** 8/25/20 – Received complaint about lack of crosswalk or signal to cross Towanda Barnes at Rave Road. Sent response that this is a County intersection, but the City is working with the County to explore options for this intersection. Item Considered Closed.
- 100) **NEW:** 8/26/20 – Received a complaint about the speed of vehicles on Jessamine, Yarros and Foxtail in the Summerfield subdivision.
- 101) **NEW:** 8/28/20 – Received request for Slow Children sign at Baywood and Escalade.
- 102) **NEW:** 8/28/20 – Received request remove a streetlight in the alley east of White Place between Empire and University.

- 103) **NEW:** 8/28/20 – Received complaint about streetlights not working along Hershey or Hamilton from Ireland Grove Road to Corporate South. Coordinated with both Ameren and Cornbelt. Item Considered Closed.
- 104) **NEW:** 8/31/20 – Received two complaints about the detection on the traffic signal at Jersey and Towanda. Sent electricians out to check the equipment. Item Considered Closed.
- 105) **NEW:** 9/8/20 – Received complaint about the intersection of Ireland Grove and Hershey.
- 106) **NEW:** 9/9/20 – Received anonymous complaint about curb painting on Lincoln near Center Street. Checked the area and someone had painted the curb yellow in the no parking area leading up to a stop sign and in the 3’ adjacent to a driveway. There location match parking restrictions in code. Item Considered Closed.
- 107) **NEW:** 9/11/20 – Received two separate requests for traffic calming at Sarah Anne and Matthew.
- 108) **NEW:** 9/14/20 – Received request for traffic calming on Crooked Creek Road.

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