



**MINUTES
BLOOMINGTON TRANSPORTATION COMMISSION
TUESDAY, APRIL 20, 2021 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

This meeting was conducted under Governor Pritzker's Executive Order 2020-07, Section 6 implemented in response to COVID-19, which suspended in-person attendance under the Open Meeting Act, 5 ILCS 120.

THIS MEETING WAS HELD VIRTUALLY. FOR THE FULL COMMENTS MADE AT THIS MEETING, PLEASE VIEW THE LIVE STREAM AVAILABLE ON THE CITY YOUTUBE PAGE OR AT:

www.cityblm.org/live

The Transportation Commission Regular meeting convened virtually via Zoom conferencing with City Traffic Engineer Philip Allyn (Staff Liaison); City Engineer Craig Shonkwiler; and Commission Chairperson Maureen Bradley in-person in City Hall's Council Chambers.

MEMBERS PRESENT: Ms. Rickielee Benecke, Ms. Maureen (Reenie) Bradley, Mr. Edward Breitweiser, Ms. Elicssha Sanders

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Kevin Kothe, Director of Public Works; Mr. Craig Shonkwiler, City Engineer; Mr. Philip Allyn, City Traffic Engineer.

1. CALL TO ORDER: Ms. Bradley called the meeting to order at 4:23 pm.

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

3. PUBLIC COMMENT: None

4. MINUTES: Reviewed and approved the minutes of the September 15, 2020, regular meeting of the Bloomington Transportation Commission and the February 10, 2021, Special Joint meeting with Planning Commission. Mr. Allyn explained the changes of the Joint Meeting notes to correct to remove the names of David Stanczak, Sheila Montney, John Danenberger, and Ms. Headean from the roll call and correcting the title of Mr. Kevin Kothe to Director of Public Works. Mr. Allyn then explained the motion would be to approve the minutes with these corrections. Ms. Benecke made a motion to approve the September minutes and the February minutes as corrected. Mr. Breitweiser seconded the motion. The Transportation Commission unanimously approved the motion 4-0 via roll call vote.

5. REGULAR AGENDA:

A. TC-2021-01: Pedestrian Street Crossing Treatment Policy – Review and approval

Mr. Allyn explained that the city wanted to make a policy for Pedestrian Crossings for the city to use as it continues to work on various projects around the city. Mr. Allyn stated that this is a policy for the commission to review and approve as the transportation commission is a policy level board. He then went

on to explain how the policy was created from the Federal Highway Administration (FHWA) guidelines that were put out within the last few years and based off several research projects and various data studies. He reviewed how the city will use the table to investigate which treatments should be considered for each individual intersection. Mr. Allyn pointed out the biggest difference between the proposed City policy and FHWA guidelines is the splitting of the smallest FHWA AADT group into three separate ranges. This recognizes that a 500 vehicle per day street is not the same as a 3,000 vehicle per day or a 6,000 vehicle per day street and allows better guidance for these lower volume streets. Mr. Allyn also discussed how the different treatment options were determined for the additional volume ranges.

Ms. Bradley stated she was happy to see this policy in place as it uses objective, scientific data to determine the crossing treatments to be considered. She also appreciated the additional categories for the lower volumes since most of the City's streets are less than 9,000 vehicles per day.

Ms. Benecke asked if the policy addresses any ADA requirements or the Illinois Accessibility Code. Mr. Allyn explained the guidelines are focused on the traffic control recommendations. He explained the city would refer to the PROAG or ADA guidelines for the specific design details on the crossing. For example, this policy would point to using an RRFB with pedestrian warning signs. Staff would then apply ADA and PROWAG accessibility requirements for the design of the push button that activates the RRFB, the signs that go with the push buttons, the slopes for the sidewalk ramps at the buttons, the size of the warning signs, etc. Ms. Benecke appreciates the layout and the details provided in the proposed policy.

Mr. Breitweiser complimented the team for putting the policy together and Mr. Allyn for explaining the table. He then asked for examples of roads that would fall into the smaller categories of AADT below the 9,000 per day to help visualize the ranges. Mr. Allyn then accessed the "Getting around Illinois" website for AADT for Bloomington streets and provided examples of streets for each of the categories. Mr. Breitweiser asked if most streets over 15,000 AADT are state roads and if so, does IDOT follow the same policy. Mr. Allyn explained the FHWA guidelines are intended as guidance for agencies. While the City cannot dictate what the state does, and while we don't always know details of IDOT's internal policies, it can be assumed there is a similar policy that they follow.

Mr. Breitweiser made a motion to approve the policy. Ms. Benecke seconded the motion. The Transportation Commission unanimously approved the motion 4-0 via roll call vote.

B. Information: April 2021 Citizen Comments/Complaints Summary (Review & Discussion)

Ms. Bradley commented on the number of citizen complaints decreasing and asked if there were any specific questions/comments. Mr. Breitweiser asked about #106 "Request for Deaf Child warning sign" and how we handle those requests. Mr. Allyn explained that the city will go out and evaluate the situation and talk to the requestor. Mr. Allyn explained the City generally does not install signs warning of a situation that isn't always present or is applicable for a large area and not a specific location. For example, Children at Play warning signs are typically applicable to an entire residential area resulting in ambiguity for drivers that leads to ignoring the warning especially when combined with rarely actually seeing children playing. The city does evaluate each request on a case-by-case basis. No other questions or comments.

6. OLD BUSINESS:

A. Towanda Barnes and Baywood Pedestrian Crossing

Mr. Allyn provided an update about the pedestrian crossing at the Baywood and Towanda Barnes intersection. The City has been collecting data and talking with the County about possible updates to the area. The County will be installing Pedestrian Crossing signs and Speed Radar Feedback signs to help slow traffic down. The City will be redoing the sidewalk ramps at this intersection by removing the

southern crossing and installing ramps on the northern crossing. This will decrease the number of lanes that pedestrians will have to cross.

7. NEW BUSINESS: None

8. COMMISSIONER COMMENTS: Mr. Allyn reminded the commissioners to make sure they have filed their Statement of Economic Interest form. They should have received an email from the County with information on the form. The due date is May 1st.

9. ADJOURNMENT: Ms. Sanders made a motion to adjourn. Mr. Breitweiser seconded the motion. The motion was approved unanimously 4-0 via roll call vote, and the meeting was adjourned at 5:01 pm.

Respectfully,

Philip Allyn
City Traffic Engineer