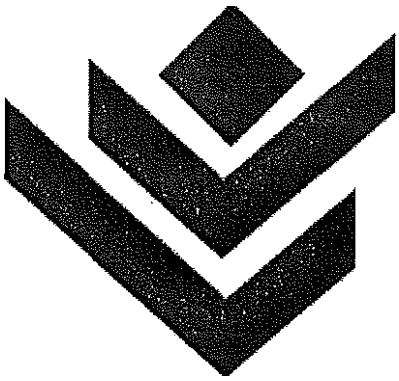
CITY OF BLOOMINGTON COUNCIL MEETING JULY 10, 2017



City Logo Design Rationale

The symbol for the City of Bloomington is multifaceted in its visual and conceptual approach. Visually the symbol and the City's identity represent a modern progressive style which is consistent with the City's government. The symbol is based on three different concepts which combine to represent the City in a contemporary and appropriate way.

First and foremost is the chevron. The City government is a respected agency dedicated to serving the public. In this way, the chevron represents service, rank and authority.

The symbol may also be seen as a three dimensional building. This represents growth and diversity in our community.

Finally, the flower or plant derived from the original name "Blooming Grove," represents a community that is friendly and safe. Progress and growth are also associated with plant life as well as regeneration and renewal.

The symbol's positive upward movement is representative of the City's commitment to excellence!

AGENDA

CITY COUNCIL MEETING AGENDA
CITY COUNCIL CHAMBERS
109 E. OLIVE STREET, BLOOMINGTON, IL 61701
MONDAY, JULY 10, 2017; 7:00 P.M.

1. Call to order

2. Pledge of Allegiance to the Flag

3. Remain Standing for a Moment of Silent Prayer

4. Roll Call

5. Recognition/Appointments

A. Appointment of Robert Schultz be appointed to the Board of Zoning Appeals.

B. Reappointment of Judy Buchanan to the Connect Transit Board.

6. Public Comment

(Each regular City Council meeting shall have a public comment period not to exceed 30 minutes. Every speaker is entitled to speak for up to 3 minutes. To be considered for public comment, complete a public comment card at least 5 minutes prior to the start of the meeting. The Mayor will randomly draw from the cards submitted. Public comment is a time to give comment. It is not a question and answer period and the City Council does not respond to public comments. Speakers who engage in threatening or disorderly behavior will have their time ceased.)

7. "Consent Agenda"

(All items under the Consent Agenda are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member, City Manager or Corporation Counsel so requests, in which event, the item will be removed from the Consent Agenda and considered in the Regular Agenda, which is Item #8.

The City's Boards and Commissions hold Public Hearings prior to some Council items appearing on the Council's Meeting Agenda. Persons who wish to address the Council should provide new information which is pertinent to the issue before them.)

NOTE: Action may be taken by the City Council on the agenda's action items (those items listed on the Consent Agenda and Regular Agenda) beyond the motions listed and/or staff recommendations. Ordinances and resolutions listed on the agenda may further be amended and/or revised prior to adoption by the City Council. No action will be taken if the agenda item is listed as only informational.

A. Consideration of approving the Minutes of the June 26, 2017 Regular City Council Meeting. *(Recommend that the reading of the minutes be dispensed with and the minutes approved as printed.)*

B. Consideration of Approving Bills, Payroll, Procurement Card Purchases, and Electronic Transfers in the amount of $8,367,375.42 *(Recommend that the Bills, Payroll, Procurement Card Purchases, and Electronic Transfers be allowed in the amount of* $8,367,375.42 *and orders drawn on the Treasurer for the various amounts as funds are available.)*

C. Consideration of Approving an Appointment and a Reappointment to Various Boards and Commissions. *(Recommend that Robert Schultz be appointed to the Board of Zoning Appeals and that Judy Buchanan be reappointed to the Connect Transit Board.)*

D. Consideration of approval of the Continuum of Care Families and Individuals with Disabilities Grant Agreement (Project IL0283L5T121608). (Recommend that Council approve submission of the Continuum of Care Families and Individuals with Disabilities Grant Agreement (Project IL0283L5T121608) to HUD, and authorize the City Manager and City Clerk to execute the necessary documents.)

E. Ratification of Collective Bargaining Agreement Contract with Local 49 Firefighters. *(Recommend that the Collective Bargaining Agreement with Local 49 Firefighters be approved and ratified.)*

F. Consideration of an Ordinance approving the request for Annexation of the property commonly referred to as and located at 2405 Monica Lane. *(Recommend that an ordinance approving Annexation of the property commonly referred to as and located at 2405 Monica Lane be adopted and that the Mayor and City Clerk be authorized to execute the necessary documents.)*

G. Consideration of the application of McLean County Fair Association, d/b/a McLean County Fair Association, located at 2242 Westgate Dr. requesting a LB, limited liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises for the following dates: August 2nd through August 5th, 2017. *(Recommend that the application of the McLean County Fair Association, d/b/a McLean County Fair Association for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises on the following dates: August 2nd through August 5th, 2017, be approved and the Mayor and City Clerk authorized to execute the necessary documents.) (New Liquor License.)*

H. Consideration of the application of CCW, LLC d/b/a HuHot Mongolian Grill located at 2103 N. Veterans Pkwy., Ste. 324 requesting an RBS liquor license which would allow the sale of

beer and wine only by the glass for consumption on the premises seven (7) days a week. *(Recommend that the application of CCW, LLC d/b/a HuHot Mongolian Grill located at 2103 N. Veterans Pkwy., Ste. 324 requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.) (New Liquor License.)*

I. Consideration of the application of the Lil Beaver Brewer, LLC, d/b/a Lil Beaver Brewer, located at 16 Currency Dr., Unit B, requesting a TBPS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises and the sale of packaged beer and wine for consumption off the premises seven (7) days a week. *(Recommend that the application of the Lil Beaver Brewer, LLC, d/b/a Lil Beaver Brewer, located at 16 Currency Dr., Unit B, requesting a TBPS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises and the sale of packaged beer and wine for consumption off the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.) (New Liquor License.)*

J. Consideration of the application of Aix Indigo, LLC d/b/a Giordano's Famous Stuffed Pizza located at 1505 N. Veterans Pkwy., Ste. A requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week. *(Recommend that the application of Aix Indigo, LLC d/b/a Giordano's Famous Stuffed Pizza located at 1505 N. Veterans Pkwy., Ste. A requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.) (New Liquor License.)*

K. Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lots 3-5 in Block 4 of Camp Kickapoo, from George P. & Susan J. Freeman to Robert & Traci Freitag. *(Recommend that the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's June 2, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.)*

L. Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lot 7 in Block 4 in Camp Kickapoo, from Raymond & Joan Johnson to Johnson Family Trust – Karla R. Farr Trustee. *(Recommend that the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's May 18, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the*

transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.)

M. Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lot 19 in Block 3 of Camp Kickapoo, from Mark and Karen Oostman to David and Laura Elkins. *(Recommend that the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's June 21, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.)*

8. "Public Hearing"

A. Public Hearing on a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by including Washington Street from Lee Street to St. Joseph Drive as infrastructure identified within the Plan. *(Recommend opening the public hearing to receive comments on this item.) (Presentation by Jim Karch, Public Works Director 10 minutes.)*

NOTE: The Plan Commission previously held a public hearing on the proposed amendment on June 14, 2017, and those comments have been provided to the City Council. Accordingly, individuals are encouraged not to provide repetitive testimony or comments.

9. "Regular Agenda"

A. Consideration of approving a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by including Washington Street from Lee Street to St. Joseph Drive as infrastructure identified within the Plan. *(Recommend that a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by relocating the bicycle lanes from Grove St. to Washington St. be adopted and the Mayor and City Clerk be authorized to execute the necessary documents.) (Council discussion 10 minutes.)*

B. Grossinger Motors Arena Fiscal Year 2017 Annual Report. *(Presentation by Lynn Cannon, VenuWorks Executive Director, 10 minutes, Council Discussion, 15 minutes.)*

C. Consideration of Approving a Resolution that welcomes and recognizes the importance of the immigrant population in the City of Bloomington. *(Recommend that the Council approve of Mayor Renner signing the Immigrant Resolution.)*

9. City Manager's Discussion

10. Mayor's Discussion

NOTE: Action may be taken by the City Council on the agenda's action items (those items listed on the Consent Agenda and Regular Agenda) beyond the motions listed and/or staff recommendations. Ordinances and resolutions listed on the agenda may further be amended and/or revised prior to adoption by the City Council. No action will be taken if the agenda item is listed as only informational.

11. City Aldermen's Discussion

12. Executive Session – *Cite Section*

13. Adjournment

14. Notes

NOTE: Action may be taken by the City Council on the agenda's action items (those items listed on the Consent Agenda and Regular Agenda) beyond the motions listed and/or staff recommendations. Ordinances and resolutions listed on the agenda may further be amended and/or revised prior to adoption by the City Council. No action will be taken if the agenda item is listed as only informational.

RECOGNITIONS

Council Date: July 10, 2017

COUNCIL AGENDA ITEM NO. 5

Recognition/Appointments

A. Appointment of Robert Schultz be appointed to the Board of Zoning Appeals.
B. Reappointment of Judy Buchanan to the Connect Transit Board.

CONSENT AGENDA

CONSENT AGENDA ITEM NO: 7A

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving the Minutes of the June 26, 2017 Regular City Council Meeting.

RECOMMENDATION/MOTION: That the reading of minutes be dispensed and approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The minutes of the meetings provided have been reviewed and certified as correct and complete by the City Clerk.

In compliance with the Open Meetings Act, Council Proceedings must be approved within thirty (30) days after the meeting or at the Council's second subsequent regular meeting whichever is later.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable

Respectfully submitted for Council consideration.

Prepared by: Cherry L. Lawson, C.M.C., City Clerk

Recommended by:

David A. Hales
City Manager

Attachments:

- June 26, 2017 Regular City Council Meeting Minutes

SUMMARY MINUTES
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, JUNE 26, 2017; 7:00 P.M.

1. Call to Order

The Council convened in Regular Session in the Council Chambers, City Hall Building, at 7:00 p.m., Monday, June 26, 2017.

The Meeting was called to order by Mayor Pro Tem Schmidt.

2. Pledge of Allegiance to the Flag

The Meeting was opened by Pledging Allegiance to the Flag followed by a moment of silent prayer.

3. Remain Standing for a Moment of Silent Prayer

4. Roll Call

Mayor Pro Tem Schmidt directed the City Clerk to call the roll and the following members of Council answered present:

Aldermen: Jamie Mathy, David Sage, Mboka Mwilambwe, Amelia Buragas, Scott Black, Joni Painter, Diana Hauman, Kim Bray, and Mayor Pro Tem Karen Schmidt.

Council Absent: Mayor Tari Renner.

Staff Present: Steve Rasmussen, Assistant City Manager; Jeffrey Jurgens; Corporation Counsel, Renee Gooderham, Chief Deputy Clerk; Brendan Heffner, Chief of Police; Brian Mohr, Fire Chief; Scott Sprouls, IS Director, Nicole Albertson, Human Resource Director; Jim Karch, Public Works Director; and other City staff were also present.

Staff Absent: Cherry L. Lawson; City Clerk.

5. Recognition / Appointments

A. Proclamation recognizing Destiny Pinnick achievements.
B. Certificate of Graduation presented to Kenneth A. Bays, from the FBI National Academy.

C. Appointment of Michael Rudicil to the Board of Fire and Police Commissioners (Non-Partisan seat).
D. Appointment of Jerry Kelleher and Mark Holderby to the Building Board of Appeals.
E. Appointment of Debbie Hanchett to the Citizens Beautification Committee.
F. Appointment of Tara Desmond to the Bloomington-Normal Sister City Committee (Japan).
G. Presentation and update by Mike Donnelly on the activities of the Boys & Girls Club. (10 minutes)

Mike Donnelly presentation.

6. Public Comment

Mayor Pro Tem Schmidt opened the meeting to receive Public Comment. The below individuals provided comments during the meeting.

Barbara Findley Stuart
Bruce Meeks
Donna Boelen
Renee Nestler
Scott Stimeling

7. Consent Agenda

*Items listed on the Consent Agenda are approved with one motion, and is provided in **BOLD**, and items that Council pull from the Consent Agenda for discussion are listed with a notation **Pulled from the Consent Agenda.***

Motion by Alderman Hauman, seconded by Alderman Painter, that the Consent Agenda be approved.

Mayor Pro Tem Schmidt directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mathy, Mwilambwe, Buragas, Painter, Black, Hauman and Bray.

Nays: None.

Motion carried.

The following was presented:

Item 7A: Consideration of approving the Minutes of the June 12, 2017 Regular City Council Meeting. (Recommend that the reading of the minutes be dispensed with and the minutes approved as printed.)

The following was presented:

Item 7B: Consideration of Approving Bills, Payroll, Procurement Card Purchases, and Electronic Transfers in the amount of $6,512,003.57.

The following was presented:

Item 7C: Consideration of Approving Appointments and Reappointments to Various Boards and Commissions.

The following was presented:

Item 7D: Consideration of approving and agreement with Tyler Technologies, (New World Public Safety Software Enterprise) upgrade for the City's computer aided dispatch system

The following was presented:

Item 7E: Consideration of approving the purchase One Bobcat 5600 Toolcat for the Lake Bloomington Division of the Water Department in the amount of $48,100.40.

The following was presented:

Item 7F: Consideration of approving the scheduled replacement of one (1) Rear Loading Refuse Truck for the Solid Waste Division of the Public Works Department in the amount of $166,420.00.

The following was presented:

Item 7G: Consideration of adopting an Ordinance approving petitions from OSF Healthcare Systems for an expedited final plat and an easement vacation for Seventh Addition Medical Hills Subdivision, located west and south of St. Joseph Drive and north of Washington Street.

ORDINANCE NO. 2017 – 50

AN ORDINANCE APPROVING THE FINAL PLAT OF SEVENTH ADDITION
TO MEDICAL HILLS SUBDIVISION AND
VACATION OF SEVERAL EASEMENTS THEREIN

The following was presented:

8. Regular Agenda

Item 8A. Consideration of approving the Naming Rights Agreement Changing the Name of the U.S. Cellular Coliseum to the Grossinger Motors Arena.

Mr. Hales noted that a press conference was held on June 22, 2017 at the Grossinger Motor Arena to celebrate and introduce the naming rights for the building.

Jeff Jurgens, Corporation Counsel, stated that there was a five (5) year agreement with a five (5) year renewal potential.

Motion by Alderman Hauman seconded by Alderman Mwilambwe that the Naming Rights Agreement Changing the Name of the U.S. Cellular Coliseum to the Grossinger Motors Arena be approved and the Mayor and City Clerk be authorized to sign the necessary documents.

Mayor Pro Tem Schmidt directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mathy, Mwilambwe, Buragas, Hauman, Black, Painter, and Bray.

Nays: None.

Motion carried.

The following was presented:

Item 8B: Consideration of approving an Ordinance Establishing Prevailing Wages to be Paid to Laborers, Workers and Mechanics Engaged in Public Works with the City of Bloomington.

Jeff Jurgens, Corporation Counsel, stated this ordinance was required to be approved by the end of June in accordance with the Prevailing Wage Act. The state had not set prevailing wages since July 2015 due to budget issues.

ORDINANCE NO. 2017 – 51

AN ORDINANCE OF THE CITY OF BLOOMINGTON, McLEAN COUNTY, ILLINOIS ASCERTAINING THE PREVAILING RATES OF WAGES FOR LABORERS, WORKERS AND MECHANICS ENGAGED IN PUBLIC WORKS WITH THE CITY OF BLOOMINGTON

Motion by Alderman Black seconded by Alderman Bray that the Ordinance Establishing Prevailing Wage be adopted, and authorize the Mayor and City Clerk to execute the necessary documents.

Mayor Pro Tem Schmidt directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mathy, Mwilambwe, Buragas, Hauman, Black, Painter, and Bray.

Nays: None.

Motion carried.

The following was presented:

Item 8C: Consideration of approval of the Continuum of Care McLean County Core Services Grant Agreement (Project IL0289L5T1609) and Planning Grant Agreement (Project IL673L5T121600) submission to HUD.

Jennifer Toney, Grants Coordinator, noted that the Continuum of Care (COC) was specifically designed to assist individuals and families and families that were currently experiencing homelessness. The goal was to move those experiencing homelessness into transitional or permanent housing as quickly as possible and provide supportive services to help stabilize them. The City would receive approximately $330,000 through four (4) different grants.

Motion by Alderman Black seconded by Alderman Mwilambwe that Council approve the Continuum of Care McLean County Core Services Grant Agreement (Project IL0289L5T1609) and Planning Grant Agreement (Project IL673L5T121600) to HUD, and authorize the Mayor and City Clerk to execute the necessary documents.

Mayor Pro Tem Schmidt directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mathy, Mwilambwe, Buragas, Hauman, Black, Painter, and Bray.

Nays: None.

Motion carried.

9. City Manager's Discussion

Mr. Hales noted inter-department cooperation with the Public Works and Police Department. The Police Department assisted with speed monitoring through a construction zone. He requested the public observe the speed limits, especially in construction zones.

10. Mayor's Discussion

Mayor Pro Term Schmidt thanked Mr. Hales for his help with the meeting.

11. City Aldermen's Discussion

There was no discussion.

12. Adjournment

Motion made by Alderman Hauman, seconded by Alderman Bray to adjourn the meeting at 7:52 p.m.

Motion carried (viva voce).

Respectfully submitted,

Renee Gooderham, R.M.C.
Chief Deputy Clerk

CONSENT AGENDA ITEM: 7B

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving Bills, Payroll, and Electronic Transfers in the amount of $8,367,375.42.

RECOMMENDATION/MOTION: That the Bills, Payroll, and Electronic Transfers be allowed in the amount of $8,367,375.42, and orders drawn on the Treasurer for the various amounts as funds are available.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

FINANCIAL IMPACT: Total disbursements to be approved $8,367,375.42 (Payroll total $2,446,825.82, Accounts Payable total $1,644,318.11, and Electronic Transfers total $4,276,231.49).

Respectfully submitted for Council consideration.

Prepared by: Frances Watts, Accounts Payable

Reviewed by: Jon C. Johnston, Procurement Manager

Recommended by:

David A. Hales, City Manager

Attachment:

- Bills, Payroll, and Electronic Transfers on file in the Clerk's office. Also available at www.cityblm.org.
- Summary Sheet Bills, Payroll, and Electronic Transfers

CITY OF BLOOMINGTON FINANCE REPORT

Council of July 10, 2017

PAYROLL

Date	Gross Pay	Employer Contribution	Totals
6/22/2017	$ 1,353,508.44	$ 369,210.64	$ 1,722,719.08
6/23/2017	$ 276,749.02	$ 83,779.92	$ 360,528.94
6/30/2017	$ 278,321.82	$ 85,255.98	$ 363,577.80
			$ -
Off Cycle Adjustments			
		PAYROLL GRAND TOTAL	**$ 2,446,825.82**

ACCOUNTS PAYABLE

Date	Bank	Total
7/10/2017	AP General	$ 1,429,813.59
7/10/2017	AP Comm Devel	$ 48,931.00
	AP IHDA	
7/10/2017	AP Library	$ 54,910.05
7/10/2017	AP MFT	$ 24,965.46
6/22/2017-6/29/2017	Off Cycle Check Runs	$ 85,698.01
	AP GRAND TOTAL	**$ 1,644,318.11**

PCARDS

Date Range	Total
PCARD GRAND TOTAL	

WIRES

Date Range	Total
5/25/2017-6/30/2017	$ 4,276,231.49
WIRE GRAND TOTAL	**$ 4,276,231.49**

TOTAL **$ 8,367,375.42**

Respectfully,

Patti-Lynn Silva
Finance Director

CONSENT AGENDA ITEM NO. 7C

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of Approving an Appointment and a Reappointment to Various Boards and Commissions.

RECOMMENDATION/MOTION: That Robert Schultz be appointed to the Board of Zoning Appeals and that Judy Buchanan be reappointed to the Connect Transit Board.

STRATEGIC PLAN LINK: Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 4e. Strong partnership with residents and neighborhood associations.

BACKGROUND: The Mayor of the City of Bloomington has nominated and I ask your concurrence in the appointment of:

Board of Zoning Appeals. Robert Schultz of 301 Granada Road, Bloomington, Illinois 61701 to the Board of Zoning Appeals. This will be Robert's first three-year term which will be effective upon appointment and will expire 4-30-20. Application is on file in the Administration Office.

BACKGROUND: The Mayor of the City of Bloomington has nominated and I ask your concurrence in the reappointment of:

Connect Transit Board. Judy Buchanan of 1206 E Jefferson, Bloomington, Illinois 61701 to the Connect Transit Board. This will be Judy's third full four-year term which will be effective 7-1-17 and will expire 6-30-21. Application is on file in the Administration Office.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Mayor contacts all recommended appointments.

FINANCIAL IMPACT: Not applicable.

COMMUNITY DEVELOPMENT IMPACT: Not applicable.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: M. Beth Oakley, Executive Assistant

Recommended by:

David A. Hales
City Manager

Attachments:

- Roster

Board of Zoning Appeals

Mayor Appointed	Staff/Chair	First Name	Last Name	Expiration	Year First Appt	Re/Appointment Date	Ward	Email	Street	City	Zip					
x		Michael	Butts	04/30/18	2016	08/22/16	8	mbutts255@gmail.com	1114 Andover	Bloomington	61704					
x		Barbara	Meek	04/30/20	2010	03/27/17	9	Barbara.meek@bldd.com	1914 Hackberry Rd.	Bloomington	61704					
x		Jeff	Brown	04/30/19	2015	06/13/16	4	jbrown@attorney.jeffbrown.com	408 Leland	Bloomington	61701					
x		Richard	Veitengruber	04/30/20	2017	03/13/17	1	rich@lbew197.org	1222 S Mason	Bloomington	61701					
x		Robert	Kearney	04/30/17	2006	05/13/13	4	[redacted]	514 S. Moore	Bloomington	61701					
x		Tristan	Bullington	04/30/20	2015	03/13/17	1	natsirt@gmail.com	1310 Beverly Lane	Bloomington	61701					
x		James	Simeone	04/30/17	2013	05/13/13	4	jsimeone@iwu.edu	1923 E Taylor	Bloomington	61701					
	Staff	Katie	Simpson					ksimpson@cityblm.org	115 E Washington	Bloomington	61701					
	Staff	Mary	Sellmeyer						110 E Olive St	Bloomington	61701					

Details:
Term: 4 years (3 years as of 5/1/2014)
Term Limit per City Code: 3 terms/9 years
Members: 7 members
Number of members the Mayor appoints: 7
Type: Internal
City Code:
Required by State Statute: No
Intergovernmental Agreements: None
Funding budgeted from COB for FY2014: None
Meetings: 3rd Wednesday of each month at 4:00pm in the Council Chambers

Number of Vacancies: 2
Number of Expired Board Members (Blm Appointments only): 2
Number of Expired Board Members Eligible for Reappointment: 1

Appointment/Reappointment Notes:

Connect Transit Board

Mayor Appointed	Staff/Chair	First Name	Last Name	Expiration	Re/Appointment Date	Year First Appt	Ward	Email	Street	City	Zip					
x	Blm	Lauren	Lacy	06/30/18	10/24/16	2016	7	lacy.laur@gmail.com	1202 N Oak St	Bloomington	61701					
x	Blm	John	Bowman	06/30/19	05/26/15	2005	3	john.bowman.bbh2@statefarm.com	3611 Pamela Dr	Bloomington	61704					
x	Blm	Ryan	Whitehouse	06/30/20	06/13/16	2012	7	whitehouse1114@gmail.com	1806 Cottage Ave	Bloomington	61701					
x	Blm	Judy	Buchanan	06/30/17	05/13/13	2009	4	judyblm1@gmail.com	1206 E Jefferson	Bloomington	61701					
	Nml	John	Thomas	06/30/19	06/30/15	2009			809 Hester Avenue	Normal	61761					
	Nml	Jennifer	McDade	06/30/18	09/30/15	2015			803 Hester Avenue	Normal	61761					
	Nml	Mike	McCurdy	06/30/17	04/16/12	2012			1403 Chadwick Drive	Normal	61761					
	Staff/Contact	Julie	Phillips					jphillips@connect-transit.com	351 Wylie Dr	Normal	61761		829-1155			

Details:
Term: 4 years, exp date is June 30th
Term Limit per City Code: not applicable
Members: 7 members
Number of members the Mayor appoints: 4
Type: Multi-Jurisdictional
City Code:
Required by State Statute: No
Intergovernmental Agreements: Yes
Funding budgeted from COB for FY2014:
Meetings: 4th Tues of each month at 4:30pm - BNPTS 351 Wylie Dr, Normal

Number of Vacancies: 0
Number of Expired Board Members (Blm Appointments only): 1

Appointment/Reappointment Notes:

CONSENT AGENDA ITEM NO. 7D

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approval of the Continuum of Care Families and Individuals with Disabilities Grant Agreement (Project IL0283L5T121608).

RECOMMENDATION/MOTION: That Council approve submission of the Continuum of Care Families and Individuals with Disabilities Grant Agreement (Project IL0283L5T121608) to HUD, and authorize the City Manager and City Clerk to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 5: Great Place to Live – Livable, Sustainable City: City having the capacity to cost effectively serve new developments and residents.

STRATEGIC PLAN SIGNIFICANCE: Objective B: City decisions consistent with plans and policies.

BACKGROUND:

The Families and Individuals with Disabilities Grant is one of four US Department of Housing and Urban Development Supportive Housing Program (SHP) grants the City has been awarded for 2017. The City has partnered on this project with PATH and other partner agencies for nearly a decade to provide supportive services in the form of case management, counseling, child care and moving assistance to those at risk of becoming homeless or currently experiencing homelessness. This award accounts for $128,706 of the total $330,540 awarded through all Continuum of Care grants for 2017.

Funding breakdown for the current award is as follows:
PATH - $66,713 (Housing and Benefits Specialist, Case Management, Storage, Health Service Outreach, Homeless Management Information System Management and Grant Administration Fees)
Collaborative Solutions - $8,826 (Counseling Services)
Crisis Nursery - $19,100 (Child Care Staff)
Recycling Furniture for Families - $30,950 (Warehouse Staff)
City of Bloomington - $3,117 (Grants Coordinator)

The City of Bloomington's Comprehensive Plan 2035 addresses the need to reduce homelessness through prevention programs in Goal CWB-1 with CWB-1.1b specifically addressing the need make funds available to prevent homelessness. The funds provided through this project assist those experiencing homelessness secure housing and employment in addition to follow-up case management services to reduce the rate of return to homelessness.

Goal CWB-1: End chronic homelessness and reduce the severity of situational homelessness.

Goal CWB-1.1b: Continue to increase focus on prevention of homeless by making funds available that would alleviate the need for emergency shelter for families and individuals with income <80% of AMI (Area Median Income). 80% of AMI for a household of one is $46,700 per year. 80% of AMI for a household of four is $66,700 per year.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:
PATH
Crisis Nursery
Recycling Furniture for Families
Collaborative Solutions
Other McLean County Continuum of Care agencies.

FINANCIAL IMPACT: Failure to submit the agreement would result in a loss of $128,706 in federal funding and reduce services to individuals at risk of becoming homeless or currently experiencing homelessness.

COMMUNITY DEVELOPMENT IMPACT: Not applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: (If applicable)

Respectfully submitted for Council consideration.

Prepared by:	Jennifer Toney, Grants Coordinator
Reviewed by:	Tom Dabareiner, Community Development Director
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- CD 2B- GRANT AGREEMENT – Continuum of Care IL0283L5T121608

U.S. Department of Housing and Urban Development
Office of Community Planning and Development
77 W. Jackson Blvd.
Chicago, IL 60604

Tax ID No.: 37-6001563
CoC Program Grant Number: IL0283L5T121608
Effective Date: 6/22/2017
DUNS No.: 060864170

CONTINUUM OF CARE PROGRAM
GRANT AGREEMENT

This Grant Agreement ("this Agreement") is made by and between the United States Department of Housing and Urban Development ("HUD") and City of Bloomington (the "Recipient").

This Agreement is governed by title IV of the McKinney-Vento Homeless Assistance Act 42 U.S.C. 11301 et seq. (the "Act") and the Continuum of Care Program rule (the "Rule").

The terms "Grant " or "Grant Funds" represents the funds that are provided under this Agreement. The term "Application" means the application submissions on the basis of which the Grant was approved by HUD, including the certifications, assurances, and any information or documentation required to meet any grant award condition. All other terms shall have the meanings given in the Rule.

The Application is incorporated herein as part of this Agreement, except that only those project listed, and only in the amount listed on the Scope of Work exhibit, are funded by this Agreement. In the event of any conflict between any application provision and any provision contained in this Agreement, this Agreement shall control.

Exhibit 1, the FY2016 Scope of Work, is attached hereto and made a part hereof. If in the future appropriations are made available for Continuum of Care grants; if the Recipient applies under a Notice of Funds Availability published by HUD; and, if pursuant to the selection criteria in the Notice of Funds Availability, HUD selects Recipient and one or more projects listed on Exhbit 1 for renewal, then additional Scope of Work exhibits may be attached to this Agreement. Those additional exhibits, when attached, will also become a part hereof.

The effective date of the Agreement shall be the date of execution by HUD and it is the date the usage of funds under this Agreement may begin. Each project will have a performance period that will be listed on the Scope of Work exhibit(s) to this Agreement. For renewal projects, the period of performance shall begin at the end of the Recipient's final operating year for the project being renewed and eligible costs incurred for a project between the end of the Recipient's final operating year under the grant being renewed and the execution of this Agreement may be paid with funds from the first operating year of this Agreement. For each new project funded under this Agreement, the Recipient and HUD will set an operating start date in eLOCCS, which will be used to track expenditures, to establish the project performance period and to determine when a project is eligible for renewal. The Recipient hereby authorizes HUD to insert the project performance period for new projects into the exhibit without the Recipient's signature, after the operating start date is established in eLOCCS.

This Agreement shall remain in effect until termination either: 1) by agreement of the parties; 2) by HUD alone, acting under the authority of 24 CFR 578.107; 3) upon expiration of the final performance period for all projects funded under this Agreement; or 4) upon the expiration of the period of availability of funds for all projects funded under this Agreement.

Recipient agrees:

1. To ensure the operation of the project(s) listed on the Scope of Work in accordance with the provisions of the Act and all requirements of the Rule;
2. To monitor and report the progress of the project(s) to the Continuum of Care and HUD;
3. To ensure, to the maximum extent practicable, that individuals and families experiencing homelessness are involved, through employment, provision of volunteer services, or otherwise, in constructing, rehabilitating, maintaining, and operating facilities for the project and in providing supportive services for the project;
4. To require certification from all subrecipients that:
    a. Subrecipients will maintain the confidentiality of records pertaining to any individual or family that was provided family violence prevention or treatment services through the project;
    b. The address or location of any family violence project assisted with grant funds will not be made public, except with written authorization of the person responsible for the operation of such project;
    c. Subrecipients will establish policies and practices that are consistent with, and do not restrict, the exercise of rights provided by subtitle B of title VII of the Act and other laws relating to the provision of educational and related services to individuals and families experiencing homelessness;
    d. In the case of projects that provide housing or services to families, subrecipients will designate a staff person to be responsible for ensuring that children being served in the program are enrolled in school and connected to appropriate services in the community, including early childhood programs such as Head Start, part C of the Individuals with Disabilities Education Act, and programs authorized under subtitle B of title VII of the Act;
    e. The subrecipient, its officers, and employees are not debarred or suspended from doing business with the Federal Government; and
    f. Subrecipients will provide information, such as data and reports, as required by HUD;
5. To establish such fiscal control and accounting procedures as may be necessary to assure the proper disbursal of, and accounting for grant funds in order to ensure that all financial transactions are conducted, and records maintained in accordance with generally accepted accounting principles, if the Recipient is a Unified Funding Agency;
6. To monitor subrecipient match and report on match to HUD;
7. To take the educational needs of children into account when families are placed in housing and will, to the maximum extent practicable, place families with children as close as possible to their school of origin so as not to disrupt such children's education;
8. To monitor subrecipients at least annually;
9. To use the centralized or coordinated assessment system established by the Continuum of Care as required by the Rule. A victim service provider may choose not to use the Continuum of Care's centralized or coordinated assessment system, provided that victim service providers in the area use a centralized or coordinated assessment system that meets HUD's minimum requirements ;

10. To follow the written standards, developed by the Continuum of Care, for providing Continuum of Care assistance, including those required by the Rule;
11. Enter into subrecipient agreements requiring subrecipients to operate the project(s) in accordance with the provisions of this Act and all requirements of the Rule; and
12. To comply with such other terms and conditions as HUD may have established in the applicable Notice of Funds Availability.

HUD notifications to the Recipient shall be to the address of the Recipient as stated in the Application, unless HUD is otherwise advised in writing. Recipient notifications to HUD shall be to the HUD Field Office responsible for executing the Agreement. No right, benefit, or advantage of the Recipient hereunder may be assigned without prior written approval of HUD.

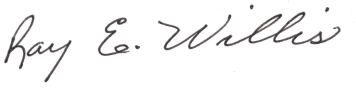
The Agreement constitutes the entire agreement between the parties hereto, and may be amended only in writing executed by HUD and the Recipient.

By signing below, Recipients that are states and units of local government certify that they are following a current HUD approved CHAS (Consolidated Plan).

This agreement is hereby executed on behalf of the parties as follows:

UNITED STATES OF AMERICA,
Secretary of Housing and Urban Development

By:



(Signature)

Ray E. Willis, Director
(Typed Name and Title)

June 22, 2017
(Date)

RECIPIENT

City of Bloomington
(Name of Organization)

By:

(Signature of Authorized Official)

(Typed Name and Title of Authorized Official)

(Date)

Tax ID No.: 37-6001563
CoC Program Grant Number: IL0283L5T121608
Effective Date: 6/22/2017
DUNS No.: 060864170

EXHIBIT 1
SCOPE OF WORK for FY2016 COMPETITION

1. The projects listed on this Scope of Work are governed by the Continuum of Care Program Interim Rule attached hereto and made a part hereof as Exhibit 1a. Upon publication for effect of a Final Rule for the Continuum of Care program, the Final Rule will govern this Agreement instead of the Interim Rule. The projects listed on this Exhibit at 4., below, is also subject to the terms of the Notice of Funds Availability for the fiscal year listed above.

2. The Continuum that designated the Recipient to apply for grant funds has not been designated a high performing community by HUD for the applicable fiscal year.

3. The Recipient is not the only Recipient for the Continuum of Care. HUD's total funding obligation for this grant is $__128706__, allocated between budget line items, as indicated in 4., below. In accordance with the Rule, the Recipient is prohibited from moving more than 10% from one budget line item in a project's approved budget to another without a written amendment to this Agreement.

4. Subject to the terms of this Agreement, HUD agrees to provide the Grant funds, in the amount specified for the project application listed, to be used during the performance period established below. However, no funds for new projects may be drawn down by Recipient until HUD has approved site control pursuant to the Rule and no funds for renewal projects may be drawn down by Recipient before the end date of the project's final operating year under the grant that has been renewed.

Project No.	**Performance Period**	**Total Amount**
IL0283L5T121608	05-01-2017 - 04-30-2018	$ 128706

Allocated between budget line items as follows:

a. Continuum of Care planning activities	$
b. UFA costs	$ 0
c. Acquisition	$ 0
d. Rehabilitation	$ 0
e. New construction	$ 0
f. Leasing	$ 0
g. Rental assistance (of which $ 0 is for short-term and medium-term rental assistance for persons at risk of homlessness)	$ 0
h. Supportive services	$ 120306
i. Operating costs	$ 0
j. Homeless Management Information System	$ 0

k. Administrative costs $ 8400

l. Relocation Costs $ 0

m. Housing relocation and stabilization services $ 0

5. If grant funds will be used for payment of indirect costs, pursuant to 2 CFR 200, Subpart E - Cost Principles, the Recipient is authorized to insert the Recipient's federally recognized indirect cost rates (including if the de minimis rate is charged per 2 CFR §200.414) on the attached Federally Recognized Indirect Cost Rates Schedule, which Schedule shall be incorporated herein and made a part of the Agreement. No indirect costs may be charged to the grant by the Recipient if their federally recognized cost rate is not listed on the Schedule. Do not include indirect cost rates for Subrecipients; however, Subrecipients may not charge indirect costs to the grant if they do not also have a federally recognized indirect cost rate.

6. The following project has not been awarded project-based rental assistance for a term of fifteen (15) years. Funding is provided under this Scope of Work for the performance period stated in paragraph 4. Additional funding is subject to the availability of annual appropriations.

7. Program income earned during the grant term shall be retained by the recipient and used for eligible activities. Program income may also be counted as match.

Tax ID No.: 37-6001563
CoC Program Grant Number: IL0283L5T121608
Effective Date: 6/22/2017
DUNS No.: 060864170

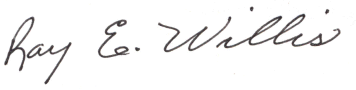
FEDERALLY RECOGNIZED INDIRECT COST RATE SCHEDULE

Grant No.	Recipient Name	Indirect cost rate	Cost Base

This agreement is hereby executed on behalf of the parties as follows:

UNITED STATES OF AMERICA,
Secretary of Housing and Urban Development

By:



(Signature)

Ray E. Willis, Director
(Typed Name and Title)

June 22, 2017
(Date)

RECIPIENT

City of Bloomington
(Name of Organization)

By:

(Signature of Authorized Official)

(Typed Name and Title of Authorized Official)

(Date)

CONSENT AGENDA ITEM NO. 7E

FOR COUNCIL: July 10, 2017

SUBJECT: Ratification of Collective Bargaining Agreement with Local 49 Firefighters.

RECOMMENDATION/MOTION: That the Collective Bargaining Agreement with the Local 49 Firefighters be approved and ratified.

STRATEGIC PLAN LINK: Goal 1 – Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE:

Objective: d: City services delivery in the most cost-effective, efficient manner.
e. Partnering with others for the most cost-effective service delivery.

BACKGROUND: On May 12, 2015, Local 49 and the City staff began negotiating the terms of a collective bargaining agreement to replace the agreement which expired on April 30, 2015. The expired agreement can be located at www.cityblm.org under Human Resources in a folder titled Labor Contracts. The parties were able to reach Tentative Agreements on the following issues and the Union is scheduled to ratify these Tentative Agreements on July 3, 2017:

Leave Time

Section 3.3 Conversion of Unused Vacation Days. – Permit use of banked vacation days until December 31st of each year.

Section 3.4 School Leave. – Allow for variation in incremental use of time taken, and clarify the appropriate use of such leave.

Section 5.1 Sick Leave. – Include the Sick Leave Buy Back language awarded by Arbitrator Greco in the prior interest arbitration.

Section 7.1 Hours of Work. – Kelly Days will be bid in conjunction with annual vacation bid instead of in advance of vacation bid.

Section Union Business. – This leave will run on a calendar year instead of a fiscal year, and permit this benefit to be carried over from one calendar year to the next.

Wages and Benefits

Article 17 Group Insurance. – Move to the new Health and Dental Insurance Plans that were implanted for many other employee groups as of January 1, 2017. Eliminate the Health Alliance

option for the HMO plan. Include new language on plan design process. Increase the life insurance benefit from $25,000 to $50,000.

Section 33.3 EMS Supervisors. – Clean up language regarding the EMS Supervisor being a "new and experimental position." In addition, the staff assigned to such position will be paid at this rate for all hours paid instead of all hours worked.

Section 28.1 Salaries. – General wage increase with retroactive pay (on a non-precedential basis) as follows:

May 1, 2015 2.5%
May 1, 2016 2.5%
May 1, 2017 2.5%

Section 33.2 Public Education/Fire Investigation. – Pay for employees assigned to fire investigation duties will be 3% over their normal hourly rate instead of at their next higher longevity step.

Miscellaneous Items

Section 7.3 Trades. – Increase the number of hours employees are permitted to trade from 240 hours to 480 hours.

Section 9.2 Recall Procedure. – Eliminate the prohibition on contacting, for recalling purposes, off-duty personnel who were off on their last duty day due to sickness, injury or being assigned administrative duty

Article 11 Acting Pay. – Modify eligibility for Acting Pay.

Section 25.2 Captain Promotion Process Eligibility and Section 25.3 Asst. Chief/Battalion Chief Promotion Process Eligibility. – Update language for promotional process documentation.

Section 26.6 Discipline. – Employees who test positive on the confirmatory test for drugs or alcohol shall be subject to termination after their second positive test instead of their third positive test.

New Section Layoffs and Recalls. – Include language regarding reduction in force rights; order of reduction in force to comply with state statute, which solidifies the City's right to layoff.

New Section Wellness Initiative. – Require all personnel to participate in an annual Wellness Physical at the expense of the City.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT:
The financial impact of the tentative agreements includes:

- Increase in wages by 2.5% effective on May 1, 2015, May 1, 2016 and May 1, 2017. Clark Baird Smith LLP estimated labor cost of these wage increases during the term of the contract for full-time employees to be approximately $1,864,502.84, excluding roll-up costs but does include broad estimates of step increases annually not on each employee's actual effective date. This number does not account for new hires; but does include employees who have retired, resigned, or who have been promoted out of the bargaining unit. This method may overestimate the contract cost slightly but is considered to be a conservative approach.
- The movement of 90 firefighters to the Enhanced Health and Dental insurance plans will positively impact the City's overall employee census for Plan Year 2018; however, due to a significant premium drop seen from Plan Year 2016 to Plan Year 2017 for the Health Alliance HMO plan, currently in place, the City will actually see a net increase in annual subsidy costs of $32,865 ($18,455 for Health and $14,409 for Dental).
- Change in the pay structure for EMS Supervisors is estimated to cost approximately $1,700 annually.
- Based on the current Fire Investigators staffing, changes in pay structure for Fire Investigators is estimated to save the City approximately $1,200. Ultimately, staff feels this will be a cost neutral change.
- The investment on the Wellness Initiative has been budgeted in the Human Resources Other Medical Expense budget for FY 2018 in the amount of $25,000. Based on recommendations and findings in the Fire Service Joint Labor Management Wellness/Fitness Initiative this project seeks to invest in wellness resources to maintain a fit, healthy, and capable firefighter throughout his/her 25-30 + year career and beyond. It is estimated that this program should realize cost savings in lost work time, workers compensation and disability benefits.

COMMUNITY DEVELOPMENT IMPACT: Not applicable

Link to Comprehensive Plan/Downtown Plan Goals: Not applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not applicable

Respectfully submitted for Council consideration.

Prepared by:	Angie Brown, Asst. Human Resources Manager
Reviewed by:	Brian Mohr, Fire Chief Nicole Albertson, Human Resources Director
Financial & budgetary review by:	Laura Hughs, Accountant Carla A. Murillo, Budget Manager
Legal review by:	Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Local 49 Labor Contract May 1, 2015- April 30, 2018

A G R E E M E N T

Between

CITY OF BLOOMINGTON

BLOOMINGTON, ILLINOIS

and

INTERNATIONAL ASSOCIATION

OF FIREFIGHTERS

LOCAL 49, AFL-CIO

May 1, 20~~12~~ 15- April 30, 20~~15~~18

Table of Contents

AGREEMENT 1

ARTICLE 1 RECOGNITION 1

ARTICLE 2 UNION SECURITY 2

Section 2.1. Check Off of Union Dues. 2

Section 2.2. Fair Share of Collective Bargaining and Contract Administration. 3

Section 2.3. Fair Share of Living Expenses. 3

Section 2.4. Indemnification. 5

ARTICLE 3 VACATION 5

Section 3.1. Eligibility For Vacation. 5

Section 3.2. Personal Days. 6

Section 3.3. Conversion of Unused Vacation Days. 6

Section 3.4. School Leave. 7

ARTICLE 4 EQUIPMENT AND ALLOWANCE 7

ARTICLE 5 ABSENCE DUE TO INJURY AND ILLNESS 9

Section 5.1. Sick Leave. 9

Section 5.2. Administrative Duty 12

ARTICLE 6 INJURY IN LINE OF DUTY 14

ARTICLE 7 HOURS OF WORK 15

Section 7.1. Hours of Work. 15

Section 7.2. FLSA Work Cycle. 15

Section 7.3. Trades 16

Section 7.4. Shift Transfers 17

Section 7.5. Maximum Consecutive Hours. 18

DRAFT

ARTICLE 8 OTHER LEAVE 18
Section 8.1. Bereavement. 18
Section 8.2. Emergency Leave 19
ARTICLE 9 RECALL PAY AND CALL-IN PROCEDURE 19
Section 9.1. Recall Pay. 19
Section 9.2. Recall Procedure. 19
Section 9.3. Remedy for Improper Distribution of Overtime. 23
ARTICLE 10 OVERTIME PAY 24
Section 10.1. Coverage. 24
Section 10.2. Conditions for Overtime Assignments. 25
ARTICLE 11 ACTING PAY 25
ARTICLE 12 DUTIES, SECURITY AND WORK RULES 28
Section 12.1. Normal Duties. 28
Section 12.2. Workday. 29
Section 12.3. Outside Employment. 30
Section 12.4. Televisions. 30
Section 12.5. Parking of Personal Vehicles. 30
Section 12.6. Department Consumables. 30
Section 12.7. Personal Cell Phones 31
Section 12.8. Computer and Internet Use. 31
ARTICLE 13 LONGEVITY PAY 31
ARTICLE 14 GRIEVANCE PROCEDURE 31
Section 14.1. Definition and Procedure. 31
Section 14.2. Arbitration. 32
Section 14.3. Authority of Arbitrator. 33

DRAFT

Section 14.4. Expenses of Arbitration. 33
Section 14.5. Time Limit for Filing. 34
Section 14.6. Code of Conduct and Disciplinary Actions. 34
Section 14.7. Meetings Between the Parties. 35
ARTICLE 15 NO STRIKE AND NO LOCKOUT 36
Section 15.1. No Strike 36
Section 15.2. No Lockout. 36
ARTICLE 16 MANAGEMENT RIGHTS 36
ARTICLE 17 GROUP INSURANCE 37
ARTICLE 18 UNION BUSINESS 38
ARTICLE 19 MILITARY LEAVE 39
ARTICLE 20 PERSONNEL RECORDS 40
Section 20.1. Inspection. 40
Section 20.2. Removal of Adverse Material. 40
ARTICLE 21 RESIDENCE REQUIREMENTS 41
ARTICLE 22 REQUIRED MEDICAL EXAMS 41
Section 22.1. Physical & Mental Fitness 41
Section 22.2. Psychological, Psychiatric, &, Physiological Evaluation. 42
ARTICLE 23 TOBACCO USE 42
ARTICLE 24 POSITION ASSIGNMENTS 43
Section 24.1. Position Bidding. 43
Section 24.2. Firefighters. 43
Section 24.3. Backup Drivers. 43
Section 24.4. Engineers. 44
Section 24.5. Officers. 45

DRAFT

Section 24.6. Temporary Reassignment. 45
ARTICLE 25 PROMOTIONAL PROCESS 45
Section 25.1. General Provisions. 45
Section 25.2. Captain Promotional Process Eligibility. 47
Section 25.3. Asst. Chief Promotional Process Monitoring 57
ARTICLE 26 DRUG AND ALCOHOL TESTING 67
Section 26.1. Prohibitions. 67
Section 26.2. Use of Alcohol or Legal Drugs Prior to Emergency Recall. 68
Section 26.3. The Administration of Tests. 68
Section 26.4. Right to Contest. 72
Section 26.5. Voluntary Requests for Assistance. 72
Section 26.6. Discipline. 73
Section 26.7. Confidentiality of Test Results. 75
Section 26.8. Insurance Coverage. 75
ARTICLE 27 EMPLOYEES ON DISABILITY LEAVE – REINSTATEMENT 76
ARTICLE 28 SALARIES 76
Section 28.1. Salaries. 76
Section 28.2. Holiday Pay. 77
Section 28.3 Paycheck Distribution 78
ARTICLE 29 HEALTH AND SAFETY COMMITTEE 78
ARTICLE 30 PHYSICAL FITNESS PROGRAM 79
ARTICLE 31 PROBATIONARY EMPLOYEES 80
ARTICLE 32 SENIORITY 80
ARTICLE 33 40 HOUR EMPLOYEES/SPECIAL ASSIGNMENTS 81
Section 33.1. Forty (40) Hour Employees. 81

DRAFT

Section 33.2. Public Education/Fire Investigation. 81
Section 33.3. EMS Supervisor. 81
ARTICLE 34 DROP PLAN 83
ARTICLE 35 TIME AND ATTENDANCE 83
ARTICLE 36 ENTIRE AGREEMENT 83
ARTICLE 37 SAVINGS CLAUSE 84
ARTICLE 38 TERM OF AGREEMENT 84
APPENDIX A – Recall - Memorandum of Understanding 87
APPENDIX B – PROMOTIONAL PROCESS LIST 88
APPENDIX C – WAGE TABLE May 1, 2012 89
APPENDIX D – WAGE TABLE November 1, 2012 90
APPENDIX E – WAGE TABLE May 1, 2013 **Error! Bookmark not defined.**
APPENDIX F – WAGE TABLE November 1, 2013 92
APPENDIX G – WAGE TABLE May 1, 2014 **Error! Bookmark not defined.**
APPENDIX H – WAGE TABLE November 1, 2014 **Error! Bookmark not defined.**

DRAFT

DRAFT

AGREEMENT

This Agreement made and entered into this 1st day of May, 2015~~12~~, by and between the CITY OF BLOOMINGTON, ILLINOIS (hereinafter referred to as the "City") and LOCAL 49, INTERNATIONAL ASSOCIATION OF FIREFIGHTERS, AFL-CIO (hereinafter referred to as the "Union").

It is the intent and purpose of the parties that this Agreement will promote and improve the welfare of the City of Bloomington and its employees and that it will provide for the harmonious relationship between the City and the employees covered by this Agreement and the Union.

ARTICLE 1 RECOGNITION

The City hereby recognizes the Union as the sole bargaining agency for the employees in the appropriate bargaining unit hereinafter set forth. The appropriate bargaining unit for the purposes of collective bargaining shall include all Fire Department employees hired in accordance with 65 ILCS 5/10-2.1 “Board of Fire and Police Commission” or the experienced firefighter hiring provision of Chapter 2 of the Bloomington City Code in the classification of Captain or below assigned to twenty-four (24) hour shifts or eight (8) hour days. The unit shall include but not be limited to Probationary Firefighters, Firefighters, Paramedics, Engineers, Captains, Fire Investigators and the Public Education Officer. Specifically excluded from the unit shall be all employees not hired in accordance with 65 ILCS 5/10-2.1 or the experienced firefighter hiring provision of Chapter 2 of the Bloomington City Code, any staff classification including but not limited to the Chief, Deputy Chiefs, Assistant/Battalion Chiefs and Training Officer.

DRAFT

ARTICLE 2 UNION SECURITY

Section 2.1. Check Off of Union Dues.

Upon receipt of a signed authorization in the form set forth herein, the City will deduct bi-monthly from the pay of employees covered by this Agreement, the monthly dues in the amount payable by him or her as certified by the Union to the City. Deductions shall be made from earnings payable in the first and second pay period of each month beginning with the first month immediately following the date of receipt of such authorization. The amounts to be deducted shall be certified to the employer by the Treasurer of the Union, and the aggregate deduction of all employees shall be remitted with an itemized statement to the Treasurer within five (5) business days, after such deductions are made. Authorization shall be made in the following manner:

"AUTHORIZATION FOR PAYROLL DEDUCTION"

TO: CITY OF BLOOMINGTON, ILLINOIS

"I hereby request and authorize you to deduct from my earnings the monthly Union membership dues established by Local 49, International Association of Firefighters.

I authorize and direct you to deduct said membership dues from my first and second paycheck each month after the date this assignment is delivered to you and to remit same to the Treasurer of Local 49.

This Agreement, authorization, and direction shall become operative on the date it is delivered to you and may be revoked in writing at any time."

DRAFT

_____

Date

_____

Department

_____

Name

Section 2.2. Fair Share of Collective Bargaining and Contract Administration.

Employees covered by this Agreement who are not members of the Union shall be required to pay in lieu of dues, their proportionate fair share of the costs of the collective bargaining process, contract administration and the pursuance of matters affecting wages, hours and conditions of employment. The fair share payment, as certified by the Union, shall be deducted bi-monthly by the City from the earnings of the non-member employees and shall be remitted to the Union within five (5) days of deduction. The Union shall advise the City of any increase in fair share fees in writing at least fifteen (15) days prior to its effective date. The amount constituting each non-member employee's share shall not exceed dues uniformly required of Union members. Employees who are members of the Union and later become non-members of the Union shall also be subject to the terms of this provision.

Section 2.3. Fair Share of Living Expenses.

(a) Definition. "Living Expenses" as used in this Section shall include reasonable expenses for the following items available for

DRAFT

general on-site use by all shift personnel of the Department: television sets, radios, cable television service, subscriptions to newspapers and magazines of general circulation, microwave ovens, cooking ware and utensils, and recreational equipment. This list may be added to or shortened by mutual agreement in writing signed by the Chief and President of the Union.

(b) Calculation of Contributions. Contributions required of every member of the bargaining unit under this Section shall be calculated as follows: the Union shall at the end of every fiscal year of the City present to the Chief for approval a list of expenses incurred by the Union for living expenses during the immediate preceding fiscal year, together with such documentation as the Chief determines is appropriate. The Union shall divide such total by the number of persons in the bargaining unit; the quotient shall be the contribution required from each person in the bargaining unit for the current fiscal year. The payroll deduction amount for living expenses shall be forwarded to the Human Resources Department.

(c) Collection. The Union will notify each bargaining unit member of the amount of their proportionate share of living expenses for the prior year. The member, once so notified, may elect to pay said amount within thirty (30) days of the notice by the Union; in the absence of such payment by the members, the City will deduct 1/24 of the total amount from the first two paychecks of each month.

(d) Records and Transmittal. The City will maintain records of all payment made under this Section and transmit all sums

DRAFT

collected to the Union at regular intervals along with union dues collected pursuant to Section 2.1.

Section 2.4. Indemnification.

The Union agrees to indemnify and hold the City harmless against any and all claims, suits, orders or judgments brought or issued against the City as a result of any action taken or not taken by the City under the provisions of this Article.

ARTICLE 3 VACATION

Section 3.1. Eligibility For Vacation.

Employees covered by this Agreement shall be entitled to vacation as follows:

Years of Continuous Service	A-B-C Shift Employee	40 Hr Wk Employee
DOH but less than 2 yrs	3 duty days	1 week
2 yrs but less than 8 yrs	5 duty days	2 weeks
8 yrs but less than 15 yrs	7 duty days	3 weeks
15 yrs but less than 20 yrs	10 duty days	4 weeks
20 yrs or more	12 duty days	5 weeks

All said vacation periods shall be given in each calendar year with pay and may be split into periods of not less than one (1) duty day.

There shall be a total of three (3) slots available per shift within which vacation and personal days may be picked.

DRAFT

Additional slots shall be available at the beginning of each shift provided no overtime is created as a result of granting the additional time off.

Vacations shall be chosen by seniority beginning with the most senior employee. Employees may “bank” up to three (3) vacation days to be used at the employees' discretion subject to the availability of an open slot on the vacation day desired by the employee.

Section 3.2. Personal Days.

Shift employees shall be entitled to one (1) twenty-four (24) hour personal day each calendar year. Shift employees shall be permitted to take personal time in twelve (12) hour increments starting at 7:00 a.m. and 7:00 p.m. Forty (40) hour employees shall be entitled to two (2) eight (8) hour personal days each calendar year. Forty (40) hour employees shall be permitted to take vacation or personal time in increments not less than one (1) hour and subject to the needs of the Department. Any PC time remaining at the end of the calendar year shall be converted to sick leave. Probationary Employees hired prior to July 1 will receive twenty-four (24) hours of personal time. Probationary Employees hired on July 1 or thereafter shall receive twelve (12) hours of personal time.

Section 3.3. Conversion of Unused Vacation Days.

Employees who have banked vacation days remaining at the beginning of the subsequent vacation selection process, shall have the option of converting unused banked vacation days into sick leave. Such conversion will be effective on January 1. Until

DRAFT

December 31 said banked vacation days shall be available for use as vacation time.

Section 3.4. School Leave.

Bargaining unit members shall be entitled to 24 hours school leave each calendar year. Leave must be taken in two (2) hour increments if less than four (4) hours is requested. After four (4) hours, bargaining unit members may utilize school leave on a one (1) hour basis. No more than two (2) bargaining unit members shall be allowed off at a time. School leave is available for training and/or education directly related to the completion of a Fire Science or Fire Service Management degree, or training directly related to the services provided by the Department and the duties of the bargaining unit member. School leave is not intended to be utilized for union related activities, training, seminars, conferences or other functions. School leave time shall be limited to time required for travel to and from, and attendance at, covered training. Requests for school leave must be submitted to the Training Officer no less than 72 hours in advance of the training date. Approval of school time off shall be on a first come first serve basis. In the event multiple requests for school leave are received at the same time the request by the most senior employee will be approved.

ARTICLE 4 EQUIPMENT AND ALLOWANCE

The City of Bloomington will furnish to all employees covered by this Agreement all protective equipment and uniform components deemed necessary by the Chief for performance of their duties. The City will further replace for such employees, the aforesaid protective equipment and uniform components

DRAFT

necessary for the performance of their respective duties which are damaged, or rendered unfit for further use by ordinary wear and tear in the performance of their regular duties. The protective equipment, which shall be furnished by the City, are to remain the property of the City and not the individual employee. The replacement of all equipment and uniform components shall be at the discretion of the Chief and the furnishing of same shall be on a replacement basis. The City shall replace or repair uniform components that employees are required to use that have been rendered unserviceable. New hires shall be provided a complete compliment of uniform components in the quantities listed below. Unserviceable uniform components will be returned to the City and shall be replaced with a new item of clothing or repaired at the discretion of the City. Unserviceable shall include any change in an employee's position that requires a uniform change and shall also include when a uniform no longer fits.

The City shall pay the employees a $150.00 shoe allowance in November each year. The City shall provide all the badges, insignias and embroidery that employees are required to have on their clothing. Uniform components will not be worn off duty except for travel to and from work and activities approved by the Chief. Uniform components identifiable as Fire Department specific shall be returned to the City at the time of separation of employment.

Uniform Component List

1 - LS Dress B Shirt	1 - SS Dress B. Shirt
4 - Polo Shirt (Long sleeve or short sleeve)	
2 - Job Shirt	5 -T-shirt
4 - Trousers or Shorts	2 – Belt

DRAFT

1 - Ball Cap 1 - Stocking Cap
1 – Coat

ARTICLE 5 ABSENCE DUE TO INJURY AND ILLNESS

Section 5.1. Sick Leave.

Any employee absent from duty because of sickness of the employee or the employee's spouse and/or dependent, shall be entitled to sick leave as provided herein, provided that the employee would have otherwise been scheduled to work but for their sickness. In cases where there is a serious illness or injury of the employee's dependent, the employee shall be released from duty and such leave time shall be charged to his sick leave bank.

Sick Leave Base and Accrual. This benefit will accrue to new employees at a rate of twenty-four (24) hours for their first twelve (12) months of employment, after which it shall accrue at a rate of twelve (12) hours each month up to a maximum of eighteen hundred (1800) hours. Forty hour employees will accrue ten (10) hours per month up to a maximum of fourteen hundred forty hours (1440) hours.

Effective January 1, 2011 sick leave will accrue beyond the 1800/1440 hour maximum on a monthly basis as prescribed herein. All sick leave accrued in excess of the maximums defined herein will be paid into an employees Retirement Health Savings (RHS) account on a monthly basis in any month where the additional accrual will exceed the maximums defined herein. The rate of payment shall equal the employee's then current regular rate of pay. Such payments will be made on a monthly basis no later than the second full pay period of each month and shall

DRAFT

serve to reduce the employees total sick leave accrual down to the maximum accruals defined herein.

Accelerated Accrual. When an employee with at least 200 hours of accrued sick leave totally depletes his or her sick leave by reason of a single serious health condition, defined as an illness, injury, impairment or physical or mental condition that involves inpatient care in a hospital, hospice, residential medical care facility or continuing treatment by a physician, the employee, upon return to full-duty shall accrue sick leave at the rate of twenty-four (24) hours per month until their sick leave returns to the level maintained before the serious health condition. For the purposes of the preceding sentence, an employee's sick leave shall be deemed to be "totally depleted" when they have depleted all but one hundred (100) hours of sick leave.

Conversion for 40 Hour Employees. Employees working a forty (40) hour week shall have their sick leave computed on the basis of such forty (40) hour week. Their accrual of sick leave shall be at a rate and amount equal to four-fifths (4/5) of the hours accrued by shift personnel. Conversion of sick time on the basis of a ration of four-fifths (4/5) or five-fourths (5/4) shall be made whenever an employee changes to or from a forty (40) hour week.

Verification of Illness and FMLA. An employee using 12 or more hours of sick leave on two (2) consecutive duty days or following two (2) unverified occurrences of the use of 12 hours or more of sick leave in a calendar year for the employee or their dependents illness or injury will be required to provide verification from the employee’s health care provider that the employee was unable to perform their duties. The City will notify the employee of

DRAFT

the requirement to have a health care provider's note after they have had two (2) unverified occurrences of 12 hours or more. In cases where there is a serious illness or injury of the employee's dependent, the employee shall be released from duty and such leave time shall be charged to his sick leave bank. To the extent that such employee or family member injury or illness qualifies as a serious health condition under the Family and Medical Leave Act (FMLA), the employee will be required to use accrued sick or other available leave time, which shall run concurrently with available FMLA time.

Conversion of Sick Leave. – ~~*Underlined language open issue subject to resolution through the interest arbitration process.* Firefighters hired prior to June 17, 2013, who retire or leave the employment of the City under honorable circumstances, with twenty (20) or more years of service as a firefighter shall convert accrued sick leave to a Retirement Health Savings (RHS) account up to a maximum of eighteen hundred/fourteen hundred forty (1800/1440) hours of accumulated unused sick leave at the final hourly rate. The rate of conversion will be one hundred percent (100%) of any hours of accumulated unused sick leave.~~

~~Firefighters~~n Employees who retire or leave the employment of the City under honorable circumstances, with twenty (20) or more years of service as a firefighter shall convert accrued sick leave to a Retirement Health Savings (RHS) account, to a maximum of one thousand eight hundred / one thousand four hundred forty (1,800/1,440) hours of accumulated unused sick leave at the final hourly rate. The rate of conversion will be one hundred percent (100%) of any hours of accumulated unused sick leave for

employees hired prior to June 17, 2013. For employees hired on or after June 17, 2013, the rate of conversion upon retirement shall be as follows:

Retirement
0-863 hours = 0%
864-1,079 hours = 20%
1,080-1,259 hours = 30%
1,260-1,440 hours = 40%
1,441–1,800 hours = 50%

(Example: An employee retiring with 20 or more years of service and 1,800 hours will have all 1,800 hours converted at the 50% rate; an ~~officer~~ employees with 1,259 hours will have all 1,259 hours converted at the 30% rate; while an employee retiring with 863 hours will have zero conversion ~~conversation (sic)~~).

~~--AND--~~

In exchange for this new formula applicable to newly hired employees, the City will agree to provide to all bargaining unit members employed in a bargaining unit position on June 17, 2013, a $1,000 bonus payment. Such payment will be made in the second pay period following the issuance of the Arbitrator's Award granting the City's final proposal.

Section 5.2. Administrative Duty.

(a) At any time during a period of paid injury leave or sick leave, an employee may request to work administrative duty. At the discretion of the Chief if work is available the employee maybe assigned to administrative duty within the Department within the employee's restrictions and capabilities. The employee shall be required to perform such work during the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. The duration of

administrative duty as the result of any one injury or illness shall not exceed 43 work days or portions thereof.

An employee during paid injury or sick leave may be required by the Chief to participate in assigned training activities within the employee's restrictions and capabilities and at such time and place as the training is provided or conducted.

(b) At any time during the period of restricted duty should the employee be fully recovered and capable of performing their regular duties, the period of restricted duty shall cease.

(c) Employees on forty (40) hour administrative duty who choose to utilize vacation benefits will have that benefit computed in accordance with the following example: A bargaining unit shift employee has used fifty percent (50%) of available vacation hours while on shift. If that employee is assigned to administrative duty, they will have available fifty percent (50%) of the vacation hours that are due a forty (40) hour per week employee of equal seniority. If the employee uses half of those available vacation hours while assigned administrative duty, when the employee is reassigned to shift work they will have twenty-five percent (25%) of the total vacation hours available as a shift employee.

(d) Employees on administrative duty who request vacation leave, will have that leave granted as requested, unless department needs dictate otherwise.

DRAFT

(e) Employees on forty (40) hour administrative duty will not be eligible for Kelly days.

(f) Administrative duty employees shall not be considered as filling positions under Article 9.

ARTICLE 6 INJURY IN LINE OF DUTY

Injury Leave Benefit. Each employee covered by this Agreement who is injured in the line of duty shall receive full payment of their salary as provided in 5 ILCS 345/1 as in effect May 1, 1989, regardless of any subsequent inapplicability to home rule units.

Employees entitled to receive such compensation shall continue to receive their regular paychecks at the regular pay period and dates, consistent with the Workers' Compensation Act as limited by 5 ILCS 345/1 as in effect May 1, 1989, but the City shall not be required to pay benefits beyond the requirements of said laws. Employees shall appropriately endorse to the City any workers' compensation temporary total disability check covering the same pay period.

Any employee covered by this Agreement who elects to contest the amounts paid to them by the City, pursuant to this Article by using the grievance arbitration procedure set forth in Article 14 of this Agreement shall execute a waiver of other legal remedies which may be available to such employee under 5 ILCS 345/1. No arbitrator shall have jurisdiction to decide a grievance filed by an employee who alleges a violation of this Section unless such waiver of other legal remedies has been so executed by the grievant.

DRAFT

ARTICLE 7 HOURS OF WORK

Section 7.1. Hours of Work.

The normal shift schedule for firefighters whose principle assignment is fire suppression shall be twenty-four (24) consecutive hours of duty beginning at 7:00 a.m. followed by forty-eight (48) consecutive hours off duty. The hours thus generated shall be reduced by scheduling a "Kelly Day" off duty every fourteenth (14th) duty day to produce an average work week of 52.17 hours per week. Kelly Days shall be selected by seniority in ~~advance of~~ conjunction with the annual vacation selection process.

~~Assistant~~ Battalion Chiefs' Kelly Days will be treated by the parties as using one (1) of the slots available under Section 3.1. ~~Assistant Fire~~ Battalion Chiefs using vacation days are not treated by the parties as using one (1) of the slots available under Section 3.1.

The normal work week for employees whose principal assignment is fire prevention duties shall be eight (8) hours per day beginning at 8:00 a.m. Monday through Friday to produce a work week of forty (40) hours. Forty (40) hour employees shall receive the same days as holidays as are granted to classified employees working in the Fire Department. The annual pay of forty (40) hour employees will not be reduced by reason of the fact that they do not work on such holidays.

Section 7.2. FLSA Work Cycle.

The City shall establish an individual FLSA work cycle for each employee covered by this Agreement which commences at

DRAFT

7:00 p.m. on the first day of the cycle and concludes at 7:00 p.m. on the 21st day of the cycle. Each employee's work cycle shall be established so that the employee's Kelly Day (14th shift) falls on the shift starting at 7:00 a.m. on the 21st day of their work cycle and ends at 7:00 a.m. on the first day of the succeeding work cycle.

Section 7.3. Trades.

Time trades are voluntary arrangements between employees covered by this Agreement. Employees shall be permitted to trade time subject to the following:

The employee shall notify the department in a manner prescribed by the Department at least 48 hours in advance of the time trade. In the event it is impossible for the employee to provide notice at least 48 hours in advance, the Shift Commander may approve time trades with less than the required notice provided that employees shall complete the prescribed notification process prior to the time trade occurring. Documentation for stand by and/or time trades made on an employee's duty day shall be reasonably accommodated by the Shift Commander.

Time trades between members on the same shift shall be allowed irrespective of rank or assignment. All time trades by employees assigned to the same shift shall be for 24 hours.

Time trades between members from different shifts shall normally be between employees of the same rank and similar assignment unless otherwise approved by the Shift Commander of the employee normally assigned to the shift. Employees on duty as the result of a time trade are expected to perform the

DRAFT

duties of the employee normally on duty. In the event an employee on duty as the result of a trade time is unable to perform the duties of the employee normally on duty, the Department may reassign the individual on duty to a different job assignment.

Employees on duty as the result of a trade time shall be eligible to utilize accrued leave benefits in the same manner employees normally on duty.

Employees trading time for less than 24 hours, who are on duty, shall remain on duty until relieved by the employee they are trading time with unless otherwise authorized by the Shift Commander.

Employees may not be absent from their regular shift assignment for more than ~~that 240~~ 480 hours per calendar year as a result of time trades unless approved by the Chief or his designee.

Section 7.4. Shift Transfers.

Employees may be transferred from one shift to another for operational needs as determined by the Chief. The Department shall first seek volunteers who meet the criteria established by the Chief to fill the transfer in order of Department seniority. If there are no volunteers the Department may order the transfer of the least senior employee who meets the criteria established by the Chief on the shift from which the transfer is coming. Seniority for Firefighters and Engineers will be determined by time on Department. Seniority for Captains will be determined by time in

DRAFT

grade. Request for volunteers to transfer shall be posted for seven (7) calendar days.

Section 7.5. Maximum Consecutive Hours.

Bargaining unit members may not accept overtime assignments that would result in the employee working in excess of two (2) consecutive duty shifts. Bargaining unit members may not work as the result of trade time if doing so would result in the employee working in excess of two (2) consecutive duty shifts. Following the completion of the two (2) complete shifts, bargaining unit employees shall not be eligible to work in a fire suppression or EMS assignment until the employee has been off duty for at least twelve (12) hours. Under the application of this Article, a bargaining unit employee will be considered to have worked a 24 hour shift if the employee works in excess of twelve (12) hours during any duty shift.

ARTICLE 8 OTHER LEAVE

Section 8.1. Bereavement.

In all cases where the parent (which shall include legal guardian), mother-in-law, father-in-law, brother-in-law, sister-in-law, wife, brother, sister, children, grandchildren or grandparents (including great grandparents) on both sides of an employee covered by this Agreement dies, said employee shall be allowed to be absent from their duties with pay from the time of the death until the first normal tour of duty following the funeral, but in no event to exceed two (2) duty days. For purposes of this article all "step" relationships created by marriage such as step-brother, step-sister, step-parents, etc. shall be considered the same as

DRAFT

natural relationships. This leave may be ex-tended by the Chief on a day to day basis.

In the case of the death of an extended family member or close personal friend not covered in the pre ceding provision, employees shall be granted four (4) hours paid Funeral Leave to attend the funeral, visitation or memorial service. Additional time off may be granted by the Chief or his designee in the event the funeral, visitation or memorial service is out of town. Total Funeral Leave shall not exceed eight (8) hours in a calendar year.

Section 8.2. Emergency Leave.

In all cases, where there is an emergency situation, for which there is no other benefited leave time available, said employee shall be granted enough time off duty, at the discretion of the Shift Commander, up to a maximum of four (4) hours per incident, so they can alleviate the emergency situation.

ARTICLE 9 RECALL PAY AND CALL-IN PROCEDURE

Section 9.1. Recall Pay.

An employee covered by this Agreement called back to work after having gone home will receive one and one-half (1½) times their regular straight time hourly rate of pay for each hour worked which does not overlap with their normal duty hours, provided that the employee will receive a minimum of four (4) hours pay at one and one-half (1½) times their regular straight time hourly rate of pay on each such occasion. Call-in pay provided for in this Article shall be computed as provided for in Article 10 of this Agreement.

Section 9.2. Recall Procedure. (Also see Appendix A, Memorandum of Understanding)

DRAFT

In an effort to provide uniformity in the calling in of off-duty personnel when a shift is below minimum staffing levels and/or to staff MABAS deployment when the employer has in excess of (8) hours notice, the following procedure is to be the Standard Operating Procedure for the Bloomington Fire Department.

In the event no employee accepts the overtime assignment for MABAS deployment the Department reserves the right to deploy on duty personnel.

To maintain established minimum staffing levels, the City shall have the right to require employees to remain on duty past the completion of their duty shift until that employee is relieved by his/her replacement. In addition, the City has the right to require off duty employees to report for overtime assignment in the event the City is unable to meet established minimum staffing levels through the established recall process.

The Shift Commander is authorized to call in off-duty personnel when the staffing level falls below the safe level of operation, which has been determined to be three (3) firefighting personnel for each front-line, in-service fire apparatus, one (1) ARFF Engineer, two (2) EMS personnel for each front-line, in service dedicated ambulance, one person for each EMS alternative response vehicle plus the Shift Commander.

When operating at the minimum shift level, there shall be one (1) officer/acting officer, one (1) engineer, and one (1) firefighter assigned to each front-line, in-service fire apparatus, one (1) ARFF Engineer assigned to the aircraft crash rescue vehicle, two (2) EMS personnel for each front-line, in service

DRAFT

dedicated ambulance and one (1) ~~Assistant~~ Battalion Chief on duty.

The call-ins shall be made from either the "Long" call-in list which shall be used for call-ins of more than twelve (12) hours or the "Short" call-in list which shall be used for call-ins of twelve (12) hours or less.

When the shift staffing level falls below the safe level of shift staffing the Shift Commander shall call in the necessary off-duty personnel according to the following procedures:

Personnel who are not to be called include, but are not limited to, the following:

(a) Any member who is attending an assigned fire course at school.

(b) ~~Any member who was not on duty at the conclusion of his last day as the result of sickness, injury or assignment to administrative duty.~~

~~(c)~~ (b)Any member who is scheduled to work due to a shift exchange.

The Shift Commander (either the ~~Assistant~~ Battalion Chief going off duty or the ~~Assistant~~ Battalion Chief coming on duty) shall call in the needed personnel. If there is a vacancy for a Shift Commander on the shift coming on duty, it shall be the off going Shift Commander's responsibility to implement these procedures. The procedures are as follows:

(a) When called due to staffing shortages Captains may work in the place of an absent ~~Assistant~~

DRAFT

Battalion Chief or Captain, Firefighters and Engineers may work in the place of an absent Captain, Engineer, or Firefighter.

(b) If there are less than the required number of officers necessary to meet the minimum staffing levels stated above (one officer for each station plus the ~~Assistant~~ Battalion Chief) then the first eligible officer on the call-in list shall be called in.

(c) Once the requirement for officers has been met additional employees shall be called in to meet the remaining minimum staffing requirement.

Personnel called in who are subsequently required to act in a higher job classification shall be paid at the overtime rate assigned to their acting classification inclusive of their corresponding longevity.

The Fire Department shall maintain an overtime eligibility list which will be accessible by all department members. An employee shall be called in rotation to fill vacancies so each member will get their rightful turn. An employee shall maintain their overtime eligibility position until the employee accepts an overtime assignment. Following the acceptance of an overtime assignment, or upon request of the employee they shall be moved to the back of the overtime eligibility list. If the Shift Commander cannot make the calls personally, they shall assign the call-in responsibilities to a staff officer or the Headquarters Station Commander.

DRAFT

Telephone Contact: Personnel shall be called at the telephone number listed on the Fire Department roster as their home phone number. Allow the phone to ring at least seven (7) times.

Personal Contact: Personnel may also be contacted in person or by phone at the Fire Stations. Every reasonable effort shall be exercised when making contact by phone, allowing the telephone to ring seven (7) times.

Contact shall be made with the member being called and a "YES" or "NO" answer obtained from the member being called. In the event that the member cannot be personally contacted by phone, whomever answers the telephone shall be informed of the nature of the call.

Section 9.3. Remedy for Improper Distribution of Overtime.

In the event that employee(s) with priority for an overtime assignment is passed over, the remedy for such loss shall be as follows:

(a) The employee(s) entitled to the remedy shall be the employee(s) at the top of the list who would have received the overtime assignment (i.e. if there is one overtime opportunity, the top employee on the list is entitled to the remedy; if two overtime opportunities are involved, the remedy goes to the top two employees, etc.).

(b) The employer shall assign the passed over employee(s) an appropriate number of hours at the next available overtime opportunity provided, if such overtime assignment does not become available within sixty (60)

DRAFT

days from the date of the violation, the employer shall pay the employee(s) for the lost overtime assignment at the employee's overtime rate.

(c) After the passed over employee has received either of the remedies described in paragraph (2), they shall be placed in the position on the overtime list that restores them to their original priority, had they not been passed over. Further, the position of the employee assigned overtime out of priority shall also be adjusted to correspond to their original priority had they not been assigned overtime out of proper priority (i.e. below the employees who were originally listed above them).

ARTICLE 10 OVERTIME PAY

Section 10.1. Coverage.

Any time an employee covered by this Agreement is required to work longer than their assigned tour of duty, they will receive one and one-half (1½) times their regular straight time hourly rate of pay on each such occasion for hours worked in excess of their normal tour of duty.

Straight Time Hourly Rate. The straight hourly rate for employees shall be calculated by dividing their annual salary by their regularly scheduled annual hours of work. For employees whose principal assignment is fire suppression or Emergency Medical Service (EMS), the annual hours of work is two thousand seven hundred thirteen (2713). For employees whose principal assignment is fire prevention, the annual hours of work is two thousand eighty (2080).

DRAFT

Section 10.2. Conditions for Overtime Assignments.

The following rules shall govern overtime assignments:

(a) An employee is not to be denied overtime pay because they are in the station (as opposed to being out on assignment);

(b) A minimum of one-half (½) hour overtime shall be paid to any employee spending over fifteen (15) minutes beyond the end of their regular tour of duty;

(c) For all time worked thereafter, an employee's overtime shall be calculated to the nearest tenth of an hour;

(d) Employee's overtime shall begin when the employee reports to the station where they are normally assigned.

ARTICLE 11 ACTING PAY

When an employee covered by this Agreement is required to work in excess of four (4) hours in a higher paying job classification, they will receive the appropriate higher rate of pay; acting pay will be calculated to the nearest tenth of an hour. The employee will continue to receive the appropriate higher rate of pay for as long as they are continually in the higher paying job classification. Employees acting while on overtime assignment shall be compensated at the overtime rate assigned to the position the employee is working in.

The following guidelines for distribution of acting time are intended to provide a uniform method for determining acting assignments. These are intended to be used as guidelines only. The Shift Commander is not restricted from varying from these

DRAFT

guidelines when necessary to meet the operational needs of the Department.

1) Acting Engineer position shall be filled by moving up the back-up driver assigned to that station to the driving position. If the back-up driver is unavailable because of absence or assignment to another acting position, a Fire Fighter assigned to that station will be moved up with preference given on the basis of seniority.

2) Acting Captain positions shall be filled by moving up an employee normally assigned to that shift who is on the Acting Captain eligibility list and has a minimum of six (6) years of fire suppression service with the Bloomington Fire Department. Preference shall be given to the on shift employee who appears highest on the Acting Captains eligibility list. In the event there are no employees who appear on the Acting Captain eligibility list, the senior on shift employee at the station where the vacancy exists shall be moved up.

   The Acting Captains list shall be established at the completion of the Captains promotional process. The Acting Captains list will include all individuals that participated in the entire Captain's promotional process. The list will mirror the Captains Eligibility list for promotion, but will also include individuals that were eliminated from further consideration because they did not achieve the minimum 70% of the final composite score necessary to be eligible for promotion.

   This Acting Captains list will be maintained for the same

period of time as the final Captain Eligibility List. Military points may not be used for those individuals who do not appear on the final Captain's Eligibility list. The Acting Captain's list is for distribution of acting time only and not for promotional purposes. The intent is to give those individuals that are participating in the promotional process additional experience.

3) Employees shall not be moved from their assigned station to act up unless it is necessary to meet operational needs of the department.

4) ~~When a Firefighter is temporarily moved from his permanent position to fill staffing needs on the ambulance, preference shall be given to seniority in making assignments to drive the ambulance. However, in all instances the employee with the appropriate EMS license shall be assigned to the patient care position of the ambulance. This position assignment policy will also be used when assigning call back personnel.~~

Employees are allowed to sign a declination to act form, which states their intention to not act in a capacity outside of their regular assignment. This form lasts until rescinded by the request of the decliner, with a minimum of six (6) months after the original signature. By refusing to act on the individual's regular duty shift, it will also be interpreted as refusing to act on any shift, which will include call back time or time while on a trade of duty shift with another. However, employees who are on an eligibility list may not decline to act.

If an employee is not permitted to work in a higher paying job classification for the reason that, in the City's opinion, the

employee does not have the necessary qualifications to work in such higher classification, the employee will be informed in writing of the reasons why, in the City's opinion, they are not qualified to so act, together with recommendations by the City of remedial actions which must be taken by the employee before the City will permit the employee to act in a higher paying job classification.

A Captain acting as a ~~an~~ ~~Assistant~~ Battalion Chief shall receive one (1) hour's overtime pay with respect to each such occasion, in lieu of Acting Pay. For purposes of this Article, the word "occasion" is construed to mean a twenty-four (24) hour period. If a person acts in the acting position for less than a twenty-four (24) hour period, or shift, then that person would receive an appropriate portion of the one hour's pay. Example: A person acts as ~~Assistant~~ Battalion Chief for twelve (12) hours, then they would receive one-half (½) hour overtime pay.

ARTICLE 12 DUTIES, SECURITY AND WORK RULES

Section 12.1. Normal Duties.

No employees covered by this Agreement shall be required to perform any duties except those directly associated with:

(a) firefighting, fire prevention, maintenance of firefighting equipment excluding maintenance of such portions of vehicles as are common to all motor vehicles, and such other duties as are necessary in the operation of the Fire Department;

(b) emergency medical services in connection with the operation of the City Ambulance.

DRAFT

No employee shall be used for the purpose of fighting fires unless such person has been certified as a Firefighter II or Basic Operations Firefighter by the Illinois Office of the State Fire Marshal (OSFM), except in the event of an emergency requiring the use of more personnel than available by using only such certified employees.

Section 12.2. Workday.

Unless necessary for the operational and/or training needs of the department, the City shall not schedule in excess of 10 hours of duties and/or training per 24 hour shift. In addition, the City shall not schedule duties and/or training before 07:00 or after 19:00, or between the hours of 12:00 and 13:30 unless necessary for the operational and/or training needs of the department. During periods of scheduled activities and/or when performing activities directed by a supervisor, bargaining unit members shall direct their full attention to those activities.

During periods when bargaining unit members are not performing activities directed by a supervisor, and there are no scheduled duties or activities, bargaining unit members may engage in personal activities which are not in violation of any existing policy, rule or regulation in effect on January 10, 2007. Examples of personal activities shall include but not be limited to: watching television, using cell phones, personal projects (but not outside employment except for miscellaneous calls), reading, studying, sleeping, showering, etc. The City shall not enact or modify any policy, rule, or regulation which limits bargaining unit members' ability to engage in personal activities if such change would violate the bargaining unit's rights to decisional bargaining and/or impact bargaining under the Illinois Labor Relations Act.

DRAFT

Any dispute as to whether such change would violate the bargaining unit's rights to decisional bargaining and/or impact bargaining shall be settled through the Grievance Procedure as outlined in Article 14.

Section 12.3. Outside Employment.

Employees shall not use their position with the Department to solicit, secure or seek special consideration for outside employment.

Section 12.4. Televisions.

Television usage shall be excluded from dedicated training rooms.

Section 12.5. Parking of Personal Vehicles.

Employees will be provided space to park a personal vehicle while on duty. This vehicle must fit in a designated parking space. Employees will be permitted to clean and perform minor maintenance on personal vehicles inside the fire station. Any personal vehicle brought inside a fire station must remain in operable condition with the ignition keys readily accessible so that it may be immediately removed under its own power. If an employee brings a vehicle with a trailer to work, the trailer must fit in a designated parking space.

Section 12.6. Department Consumables.

Employees shall not utilize any consumable product or materials for personal use which is owned or purchased by the City.

DRAFT

Section 12.7. Personal Cell Phones.

Employees shall not use cell phones while on duty in a manner that interferes with the operation of the Department.

Section 12.8. Computer and Internet Use.

Computers and the internet shall not be used during scheduled or unscheduled department activities for other than City business. Employees shall comply with all rules and/or regulations enacted by the City on computer and/or internet use.

ARTICLE 13 LONGEVITY PAY

The salary schedule attached as Appendix C - H incorporates the following longevity pay schedule:

After 5 years	5% additional
10 years	7% additional
15 years	9% additional
20 years	14% additional

ARTICLE 14 GRIEVANCE PROCEDURE

Section 14.1. Definition and Procedure.

A grievance is a dispute or difference of opinion involving the meaning, interpretation or application of the express provisions of this Agreement. A grievance shall be processed in the following manner:

STEP 1: Any firefighter who has a grievance shall submit it to the Chief, provided that said grievance shall be in writing and signed by the aggrieved firefighter and the

DRAFT

appropriate Union Steward. The Chief shall give their written answer within five (5) business days after such presentation.

STEP 2: If the grievance is not settled in Step 1 and the Union desires to appeal, it shall be referred by the Union in writing to the Human Resources Director within five (5) business days after the Chief's answer in Step 1. A meeting between the Human Resources Director, or their representative, and the Union Steward shall be held within five (5) business days. If the grievance is settled as a result of such meeting, the settlement shall be reduced in writing and signed by the Human Resources Director, or their representative, and the Union. If no settlement is reached the Human Resources Director, or their representative, shall give the City's written answer to the Union within five (5) business days following the meeting.

Section 14.2. Arbitration.

If the grievance is not settled in accordance with the foregoing procedure, the Union may refer the grievance to arbitration within seven (7) business days after receipt of the City's answer in Step 3. The parties shall attempt to agree upon an arbitrator within five (5) business days after receipt of notice of referral and in the event the parties are unable to agree upon an arbitrator within said five (5) business days, the parties shall immediately jointly request the Federal Mediation and Conciliation Service to submit a panel of seven (7) arbitrators who are members of the National Academy of Arbitrators residing in

DRAFT

Illinois, Wisconsin or Indiana. Both the City and the Union shall have the right to reject one (1) list before striking any names. The Union and the City shall alternately strike names, the party losing a coin toss striking the first name, the other party striking a name, until one (1) name remains, and that person shall be the arbitrator. The arbitrator shall be notified of their selection by a joint letter from the City and the Union requesting that they set a time and a place, subject to the availability of the City and Union representatives.

Section 14.3. Authority of Arbitrator.

The arbitrator shall have no right to amend, modify, nullify, ignore, add to, or subtract from the provisions of this Agreement. The arbitrator shall consider and decide only the specific issue submitted to them in writing by the City and the Union, and shall have no authority to make a decision on any other issue not so submitted to them. The arbitrator shall be without power to make decisions contrary to or inconsistent with or modifying or varying in any way superseding State or Federal laws. The arbitrator shall submit in writing their decision within sixty (60) days following close of the hearing, unless the parties agree to an extension thereof. The decision of the arbitrator shall be final and binding.

Section 14.4. Expenses of Arbitration.

Each party shall pay expenses, fees and compensation of its own representatives and witnesses. The fee and expenses of the arbitration shall be borne equally by the City and the Union. The entire cost of a written transcript of the arbitration proceedings shall be paid by the party requesting it; such party shall provide the other party with a copy of the transcript at no charge.

DRAFT

Section 14.5. Time Limit for Filing.

No grievance shall be entertained or processed unless it is submitted within ten (10) business days after the occurrence of the event giving rise to the grievance or within ten (10) business days after the employee, through the use of reasonable diligence, should have obtained knowledge of the occurrence of the event giving rise to the grievance.

If a grievance is not presented within the time limits set forth above, it shall be considered "waived". If a grievance is not appealed to the next Step within the specified time limit or any agreed extension thereof, it shall be considered settled on the basis of the City's last answer. If the City does not answer a grievance or an appeal thereof within the specified time limits, the Union may elect to treat the grievance as denied at that Step and immediately appeal the grievance to the next Step. The time limit in each Step may be extended by mutual written agreement of the City and Union representatives involved in each Step. The term "business days" as used in this Article shall mean the days Monday through Friday, exclusive of Saturday, Sunday, and Holidays.

Section 14.6. Code of Conduct and Disciplinary Actions.

The written Code of Conduct, adopted September 1, 2004 will be observed by the employees covered by this Agreement. If said Code of Conduct is changed, modified, or revised, the City will give the Union and the employees covered by this Agreement notification in advance of the effective date of any such proposed modifications. All disciplinary actions, to include suspensions and dismissal, may be grieved in accordance with the grievance and

DRAFT

arbitration provisions of this Agreement. Grievances involving disciplinary suspensions may be filed at Step 1.

Further, it is agreed that the grievance provisions of Article 14 and the Board of Fire and Police Commissioners appeals procedure are mutually exclusive and that no relief shall be available under Article 14 with respect to any matter which, at the employee's option, is appealed to the Board of Fire and Police Commissioners; and no relief shall be available under the Board of Fire and Police Commissioners appeals process to any matter which, at the employee's option, is appealed to the grievance arbitration procedures of Article 14 of this Agreement. Disciplinary actions involving the interpretation or application of the written Code of Conduct are subject to the grievance and arbitration procedure set forth in this Agreement.

Differences of opinion concerning the interpretation or application of the Code of Conduct or City of Bloomington Employee Handbook which directly affect the working conditions of employees covered by this Agreement may be processed as grievances under the grievance procedure set forth herein.

Section 14.7. Meetings Between the Parties.

At least once each three (3) months the Union President, and up to two (2) bargaining unit designees of the Union's choice and the Chief, with or without the City Manager, shall meet at a mutually agreeable time and place to exchange views and discuss matters of mutual concern, including but not limited to safety issues. Prior to any permanent departmental change, the Union shall be notified in writing and a meeting of the parties can be arranged to discuss the change prior to implementation. This

DRAFT

Section shall not be applicable to any matter that is the subject of the grievance that is being processed pursuant to the grievance procedure set forth herein.

ARTICLE 15 NO STRIKE AND NO LOCKOUT

Section 15.1. No Strike.

Neither the Union nor any officers, agents, or employees will instigate, promote, sponsor, engage in, or condone any strike, slowdown, concerted stoppage of work, or any other intentional interruption of the operations of the City, regardless of the reason for so doing. Any or all employees who violate any of the provisions of this Article may be discharged or otherwise disciplined by the City.

Section 15.2. No Lockout.

The City will not lock out any employee during the term of this Agreement as a result of a labor dispute with the Union.

ARTICLE 16 MANAGEMENT RIGHTS

It is recognized that the City has and will continue to retain the rights and responsibilities to direct the affairs of the Fire Department in all of its various aspects. Among the rights retained by the City are the City's right to direct the working forces; to plan, direct and control all the operations and services of the Fire Department; to determine the methods, means, organization, and number of personnel by which such operations and services are to be conducted; to determine whether goods or services shall be made or purchased; to make and enforce reasonable rules and regulations, provided that the exercise of discipline to enforce such rules and regulations shall be for just

cause; to change or eliminate existing methods, equipment or facilities; provided, however, that the exercise of any of the above rights shall not conflict with any of the express written provisions of this Agreement.

ARTICLE 17 GROUP INSURANCE

The City of Bloomington provides more than one health plan for its members of Local 49. Since more than one plan is offered, the City will provide an annual period during which employees may choose to switch between health plans.

Employees covered under this Agreement may, select coverage under the ~~Revised~~ ~~Preferred Provider (~~Enhanced PPO~~)~~ Plan or the ~~Health Alliance~~ Health Maintenance Organization (HMO) Plan. ~~Effective January 1, 2012 the Plans will be replaced with the Wellness Plans.~~

a) The City agrees to pay for all full-time employees 75% of the premium for single, employee-plus one and family coverage. (Example of Family Coverage Formula: Full family coverage premium X 75% equals City share; full family coverage premium X 25% equals employees share.)

b) The City will offer a group dental insurance plan to Local 49. The City agrees to pay fifty percent (50%) of the dental insurance premium for employee coverage and fifty percent (50%) of the dental premium for dependent coverage.

c) The City will offer a group vision insurance plan to its members of Local 49. The City agrees to pay fifty percent of the vision insurance premium for employee coverage and

fifty percent (50%) of the vision insurance premium for dependent coverage.

d) The Union and the City will meet on the request of the other to bargain over proposed changes to health insurance coverage and benefits to be effective at the beginning of a new plan year and be in effect for the remainder of the contract. If both sides cannot come to a mutual agreement to coverage and benefits within 60 days of their first meeting than either side has the right to utilize interest arbitration under Section 14 of the IPLRA.

~~d) In any year in which the total amount of medical benefits paid is more than one hundred fifty percent (150%) of the average amount paid out over the past five (5) years, the City shall have the right to negotiate the benefits available under the City of Bloomington health insurance plan or plans.~~

~~e) In any year in which the total amount of dental benefits paid is more than one hundred fifty percent (150%) of the average amount paid out over the past five (5) years, the City shall have the right to negotiate the benefits available under the City of Bloomington dental insurance plan.~~

ARTICLE 18 UNION BUSINESS

Union officers and stewards may conduct Union business involving the processing of grievances, contract administration and related activities on duty without loss of pay in accordance with current practice, provided such activities are carried out in a manner that does not interfere with the performance of assigned

duties. Meetings of the general membership of the Union shall not be scheduled before 6:00 p.m. or without prior notice to the Chief or their designee. Meetings of officers, stewards and committees may be scheduled at any time provided that such activities are carried out in a manner that does not interfere with the performance of assigned duties.

The Union ~~officers and stewards~~ shall be provided with one hundred and twenty (120) hours of paid Union leave per ~~fiscal~~ calendar year to be used by their Officers and Stewards. Such time shall be used for the attendance of labor related training, seminars and conventions selected by the Union. The Union shall give as much advance notice as is practicable that such employees will be utilizing such paid leave. The Union may carry over up to 120 hours of paid union leave into the following calendar year which would result in a bank not to exceed 240 hours.

ARTICLE 19 MILITARY LEAVE

The City shall allow time off duty for the purpose of attending mandatory training as a part of armed forces reserve activities. For compensation purposes, the City shall:

(a) fully compensate for time away from duty the maximum seven (7) twenty-four (24) hour shifts or fourteen (14) twelve (12) hour slots, or any combination of twelve (12) and twenty-four (24) hour slots up to a maximum of one hundred sixty-eight (168) hours off duty annually;

DRAFT

(b) fully compensate for time away from duty to a maximum of fifteen (15) eight (8) hour days annually for those assigned to a forty (40) hour week;

(c) fully compensate a member of the armed forces reserve for up to one calendar year if called back to active duty.

The calculations for off duty time shall run on a calendar year basis.

ARTICLE 20 PERSONNEL RECORDS

Section 20.1. Inspection.

Personnel files may be inspected by the employee during normal business hours up to two (2) times per calendar year. Employees who wish to review their file must complete the appropriate form and schedule an appointment with Human Resources. Files will be made available within seven (7) business days of the request. Files which may be inspected include any personnel records maintained by the City of Bloomington. Copies of contents may be requested by employees and the first 10 pages per inspection shall be furnished at no cost to the employee. Additional copies will be provided at the rate established by the City Clerk for public records. The City may establish reasonable rules to ensure materials are not removed or altered.

Section 20.2. Removal of Adverse Material.

After two (2) years have elapsed following a written statement or disciplinary action and the employee remains in continuous active service and has received performance

DRAFT

evaluations of satisfactory or better the City will, upon the written request to the Chief by the individual employee, remove all such documents from the employee's file (both the official file which is kept by Human Resources as well as the unofficial file kept by the Fire Department) and will place those documents in a file which is kept only for the purpose of retention of evidence in the event the City needs such records to defend itself against allegations of discrimination and/or deprivations of civil rights. Such files shall be maintained by and access limited to Legal Department staff.

ARTICLE 21 RESIDENCE REQUIREMENTS

Employees covered by this Agreement must reside within a twenty five (25) mile radius of the intersection of North Main and Locust Streets. New employees must establish residency within eighteen (18) months of initial appointment to the Department. No extensions will be granted.

ARTICLE 22 REQUIRED MEDICAL EXAMS

Section 22.1. Physical & Mental Fitness.

It shall be the responsibility of each employee to maintain the standards of physical and mental fitness required for performing his/her job. Whenever the Fire Chief has just cause to suspect that the physical or mental condition of an employee is endangering his/her own health or the safety of fellow workers, the employee may be directed to submit to an examination by a physician without expense to the employee which shall only be for the purpose of determining his/her fitness for duty relative to City employment.

DRAFT

Section 22.2. Psychological, Psychiatric, &, Physiological Evaluation.

No employee shall be required to undergo psychological, psychiatric, or physiological evaluation unless the Employer has just cause to believe the employee is then unfit for duty. The Employer shall set forth the basis for such just cause orally and in writing, to the employee at the time the employee is ordered to undergo such evaluation, including relevant objective facts and subjective reasoning that forms the basis for the Employer's belief that the employee is then unfit for duty, provided that written documentation of the basis for the order may be submitted within twenty-four (24) hours of the date of the order, if it is not practical to do so at the time of the order is issued.

Employees shall have the right to Union representation, if a representative is available, when being informed of the need for evaluation, and shall have the right to secure similar evaluations at their own expense from psychiatrists, psychologists, or physicians of their own choosing. The City and the employee shall only utilize the services of qualified, certified medical doctors, psychiatrists, or psychologists. The employee shall be given a copy of any and all information, reports, and opinions that are provided the City as a result of such evaluation. Employees fitness for duty shall be measured and determined by bona fide occupational qualifications.

ARTICLE 23 TOBACCO USE

There shall be no smokeless tobacco use on Fire Department property or in Fire Department vehicles except that

DRAFT

smokeless tobacco use is permitted on the apparatus floor of each station and outside on station grounds.

There shall be no smoking on Fire Department property in violation of the City Smoking Ordinance or applicable State Law. The City of Bloomington shall erect a smoking shelter at each fire station.

ARTICLE 24 POSITION ASSIGNMENTS

Section 24.1. Position Bidding.

All bargaining unit members with two years or greater seniority and assigned to suppression shifts may bid their position assignments. Bidding shall be by seniority on the shift to which bargaining unit members are assigned by the Fire Chief.

Section 24.2. Firefighters.

Annually on November 1st, non-probationary bargaining unit members with at least two years seniority in the job classification of Firefighter shall be assigned to positions which they have bid on the basis of seniority on the shift to which they are assigned. Bargaining unit members may only bid positions for which they have the qualifications to fulfill. Any permanent vacancies which occur during the course of the year shall be filled at the discretion of the Fire Chief.

Section 24.3. Backup Drivers.

Annually on November 1st, bargaining unit members in the job classification of backup drivers shall be assigned to positions which they have bid on the basis of seniority on the shift to which they are assigned.

DRAFT

Any permanent vacancy of less than six (6) months shall be filled by the senior firefighter assigned to the station at which the vacancy occurs.

Any permanent vacancy of six (6) months or more shall be filled by the senior firefighter on the shift where the vacancy occurs.

Section 24.4. Engineers.

Annually on November 1st, bargaining unit members in the job classification of Engineer shall be assigned to positions which they have bid on the basis of seniority on the shift to which they are assigned. For anyone assigned to the position of Engineer after May 1, 2009, seniority shall be defined as time served as an Engineer with the Bloomington Fire Department.

All persons bidding for the first time on Engineers positions must have obtained a State of Illinois Certified Fire Apparatus Engineer Certification. If the next senior Firefighter has not obtained the State of Illinois Certified Apparatus Engineer certification, then they shall be enrolled in the next available FAE class in order to obtain the certification. Any employee who passes the class but fails to obtain FAE certification because he failed to complete the necessary paperwork within the required time period set by the Office of the State Fire Marshall, shall bear all costs, including time off, associated with attending the class a second time. This limitation does not apply to employees who fail the class.

Additionally, all persons bidding for the first time ARFF Engineer's positions must have completed a FAA approved forty

DRAFT

(40) hour basic ARFF training course, or shall complete the course during the first year of duty as an ARFF Engineer.

Any permanent vacancy of less than six (6) months shall be filled by the backup driver assigned to the station at which the vacancy occurs.

Any permanent vacancy of six (6) months or more shall be filled by the senior backup driver on the department, within sixty (60) calendar days of the vacancy.

Section 24.5. Officers.

Annually on November 1st, bargaining unit members in the job classification of Captain shall be assigned to positions which they have bid on the basis of seniority (time in grade), on the shift to which they are assigned.

Section 24.6. Temporary Reassignment.

Nothing in this section shall restrict the discretion of the Fire Chief or Shift Commander to reassign bargaining unit members to different assignments, provided such reassignment is made on a temporary basis in order to fill a vacancy which was created as the result of a temporary absence from work by another employee.

ARTICLE 25 PROMOTIONAL PROCESS

Section 25.1. General Provisions.

This agreement shall provide for promotion to Fire Department positions of Captain and Assistant/Battalion Chief. Promotions shall be made on the basis of the criteria agreed upon by the parties. Vacancies, as defined in this agreement, shall be

DRAFT

filled by promotion in accordance with the procedures contained herein. The promotion process shall be competitive among such eligible employees of the next lower rank who have elected to participate in this promotion process. Vacancies shall be filled by appointment of candidates in rank order as they appear on the final eligibility register.

The final eligibility register shall, unless exhausted, remain in force for three years from the date of posting and may not be vacated, replaced by or consolidated with a subsequent register. In the event the Commission elects to begin the process for determining a successor register prior to the expiration or exhaustion of a current register, the successor register shall not become effective prior to the expiration of, or the date on which the existing register is exhausted.

The following definitions apply to Article 25:

The word “Commission” and/or “Board” whenever used shall mean the Board of Fire and Police Commissioners of the City of Bloomington.

The term “Fire Department” and/or “Department” shall mean the City of Bloomington Fire Department.

The “parties” to this agreement are the City of Bloomington and International Association of Fire Fighters Local 49.

The term “preliminary list” shall mean the eligibility list compiled after the completion of all testing components and shall be posted for at least 30 days prior to the certification of the final eligibility register.

DRAFT

The term “register” shall mean the applicable final eligibility register.

A final eligibility register shall be “exhausted” when all persons on that register who are eligible for appointment have either been appointed or have refused appointment.

Section 25.2. Captain Promotional Process Eligibility.

Only employees of the next lower rank who have the State of Illinois Office of the State Fire Marshall (OSFM) provisional Fire Officer I certification shall be eligible to participate in the promotional process for the rank of Captain.

Documentation of successful completion of the required curriculum must be submitted to the Fire Chief at least 45 days prior to the written exam. Applicants who do not provide the required documentation shall not be allowed to participate in the written examination. Acceptable documentation shall be an official transcript(s) from educational institutions, a copy of an official transcript(s) from the candidates training file or original certificates of completion or grade report from the issuing agency. It is the responsibility of each candidate to provide the appropriate documentation. All candidates must submit educational documentation. Only candidates that are listed on Appendix “B” are not required to submit OFSM I or II certification or curriculum completion documentation. ~~Documentation will not be required to be submitted for employees on the attached list, Appendix “B”.~~

Should the required curriculum of the OSFM change, such changes will not become effective with respect to this agreement

until after the expiration or exhaustion of the register(s) in effect at the time of the change.

Vacancy.

A position within the bargaining unit shall be determined to have been vacated at the date and time an employee holding that position becomes unable or unavailable to perform the normal duties of that position. And the circumstances causing the employee to be unable or unavailable to perform those normal duties have lasted or are expected to last at least one year.

Appointments to fill vacancies shall be made from the eligibility register in effect at the time the vacancy occurred. Only those employees with at least seven (7) years of fire suppression service with the Bloomington Fire Department shall be eligible for promotion.

Administration.

The promotion process contained herein shall be administered by the Commission. The Commission shall have the authority to exercise such judgment and make such decisions necessary to administer the process contained herein, provided that exercise of that authority does not violate the express provisions of this agreement.

Except where indicated otherwise, disputes concerning the meaning, interpretation, or application of the express provisions of this agreement shall be resolved in accordance with the grievance procedure contained in the parties' collective bargaining agreement. In all cases where a

DRAFT

grievance is filed with respect to this promotional process, it shall be the grievant's responsibility for meeting the burden of proof with respect to any claim that an express provision of this agreement has been violated.

Components.

The following components and weights shall be used to establish applicable promotion eligibility registers:

Written Examination	30%
Assessment Center	25%
Seniority	25%
Education	10%
Chief's Points	10%

Posting of Component Scores.

Scores of each component shall be posted in accordance with the provisions contained herein. Concurrent with this posting, the Fire Chief shall forward component scores to the Board of Fire and Police Commissioners.

Posting of Notification of Written Examination.

Notice of written examination shall be posted in all Fire Department facilities at least 90 days prior to the date of the examination.

Posting of Study Guide for Written Examination.

The study guide for the written examination shall be posted in all Fire Department facilities at least 90 days prior to the date of the examination. The study guide shall include the

DRAFT

names of all reference material and applicable chapters from which written questions are selected.

Posting of Official Sign-up List.

There shall be an official written examination sign-up list posted at each Fire Department facility. The sign-up lists shall be posted at least 90 days prior to the date of the examination. Personnel who wish to take the written examination must so indicate by signing one of the sign-up lists at least 45 days prior to the date of the examination. Personnel who have not signed up at least 45 days prior shall not be allowed to take the written examination and shall not be eligible for participation in the remainder of the promotional process.

Structure of the Written Examination.

The written examination shall consist of no fewer than 50 questions that call for specific answers, such as multiple choice, true/false, or matching format. Each question on the written examination shall have the same value.

Grading of the Written Examination.

Upon completion, the written examination shall be graded on site and the score provided to the candidate. Prior to leaving the test site, the candidate shall sign a receipt indicating the candidate's score. This receipt shall only be an acknowledgment that the candidate was provided his/her test score and shall not indicate any other agreement on the part of the candidate. The method for scoring the examination shall be at the discretion of the Fire and Police

DRAFT

Commission. A list of scores of all candidates shall be posted in each Fire Department facility within 14 days of the examination.

Preliminary List.

Following the completion of the written examination, the scores from each of the components shall be compiled to create a preliminary list. The preliminary list shall remain posted for at least 30 days and/or until any challenges to the written exam have been resolved. Persons eligible for military points shall have 10 days from the posting of the preliminary list to apply for such points.

Eligible candidates will be allowed to participate in all elements of the promotional process regardless of the score of any one component. A final composite score of 70 must be achieved to be included on the preliminary eligibility list.

Review of Written Examination.

Personnel who have taken the written examination shall be provided with the opportunity to review the examination along with the correct answers within 14 days of the examination. The times, place and format of the review shall be as determined by the Fire and Police Commission. Relief from duty shall not be provided to personnel choosing to participate in the written examination review. In the event the Commission elects to provide for review of the written examination in a group format, two sessions, on successive duty shift days, shall be held.

Challenges to the Written Exam.

DRAFT

Challenges or appeals concerning correct answers on the written examination shall be the exclusive jurisdiction of the Fire and Police Commission. Decisions by the Commission shall be final and are not subject to appeal through the grievance procedure contained in the collective bargaining agreement.

The Commission's authority in such appeals shall be limited to affirming or invalidating any challenged or appealed question(s). If the Commission invalidates a question(s), no candidate shall receive credit for correctly answering the invalidated question(s). The total number of points possible on the written exam shall be reduced by the number of questions invalidated by the board.

Challenges or appeals must be filed within 30 days of the date of the exam by the designated bargaining unit representative. Individuals may not make challenges or appeals concerning correct answers on the written examination directly to the Fire and Police Commission.

The bargaining unit's choice of representation before the board shall not be restricted.

Assessment Center.

The assessment center will be designed to test the candidate's ability to perform several of the functions of a Captain. It will include demonstrating the candidate's ability to handle administrative functions of the position, emergency mitigation functions and may include an oral interview. The assessment center will be designed and conducted by an

DRAFT

impartial, independent firm contracted by the City. The Chief will serve as a resource to assure that the process is relevant to the position being assessed.

Final Register.

A final eligibility register shall be posted after military points have been awarded and following the completion of any review and/or challenge of the written examination.

Release from Duty.

On duty personnel who have signed-up to take the written examination shall be released from duty to take the examination. Personnel shall be released from duty one hour prior to the start time of the exam and shall report back to duty immediately after completing the examination and receiving their examination score.

Seniority Points.

Seniority points for personnel who have signed-up for the written exam shall be computed and posted at least 7 days prior to the written exam. A maximum of 25 points for 20 years of service shall be awarded. Points for employees with less than 20 years service shall be computed as follows. Seniority in days of service shall be determined by subtracting the employee's date of hire from the date on which the applicable current promotion list expires or was exhausted. An employee's date of hire shall be adjusted to reflect any time not credited towards seniority as defined by the parties' collective bargaining agreement. The current promotion list shall be considered to have been exhausted

DRAFT

on the date the last eligible person on that list received (or refused) an initial appointment to the applicable rank. Years of seniority shall be determined by dividing seniority in days of service by 365.25. Years of seniority shall then be multiplied by 1.25 to determine an employee's seniority points. Final value shall be rounded to 2 decimal places (hundredths).

(Date of expiration or exhaustion of list - Employee date of hire) x 1.25/365.25

Military Points.

Upon posting of the preliminary list, any candidate that qualifies for additional points due to military service will have 10 days to apply for military points. Points will not be awarded in the event that a candidate has received credit for military services a previous promotional process. Military points shall be calculated in compliance with Chapter 65 of the Illinois Municipal Code, Section 10-2.1-11. Awarding of these points provides the potential for a candidate to receive a score higher than 100, and are not considered a part of the total points calculation for the other components of the testing process.

Education Points.

Education points for personnel who have signed-up for the written exam shall be computed and posted at least 7 days prior to the written exam. Employees shall be eligible to receive up to 10 education points in accordance with the following schedule:

DRAFT

Associate Degree in Fire Science or Fire Service Administration - 10 Points

Bachelors degree in any field and completion of State of Illinois OSFM Fire Officer I curriculum -10 Points

Associate Degree in any field and completion of the State of Illinois OSFM Fire Officer I curriculum - 5 Points

Candidates who wish to receive education points shall make application and submit required documentation to the Fire Chief at least 45 days prior to the written exam. Acceptable documentation for an associate or bachelor's degree shall be an original diploma or an official transcript from the issuing institution. Acceptable documentation for other courses shall be an official transcript(s) from educational institutions or original certificates of completion or grade reports from the issuing agency.

Chief's Merit Points.

The Fire Chief will have available for his assignment up to 10 points to be added to the other point criteria for the purpose of establishing promotional lists for the position of Captain. These points will be given to the Board of Fire and Police Commissioners prior to the written examination. Although these points are at the discretion of the Chief, the Chief shall use the following process and criteria for the Chiefs consideration:

1) The Chief will hold individual interviews with all eligible candidates who have signed up to take the written examination.

DRAFT

2) When asked by a candidate, the Chief will meet with the candidate after the promotional process has been completed to discuss the points given and discuss with the candidate how to improve his or her point totals prior to the next promotional process.

3) Chief's Merit points for personnel who have signed up for the written exam shall be computed and posted at least 7 days prior to the written exam.

Initial Appointment.

Initial appointment to fill vacant positions shall be made by the Fire Chief and shall be for a period of one year. During the initial appointment period the Chief may terminate an employee's appointment and return the employee to their previous rank. Such termination of an initial appointment shall be made only when an employee has demonstrated substantial shortcomings in the performance of their duties. An employee who has an initial appointment terminated shall not be eligible for further appointment from the current register.

Permanent Appointment.

At the conclusion of the one year initial appointment, the Chief shall notify the Board, who shall then make permanent the appointment to the applicable rank. Should the required curriculum of the OSFM change, such changes will not become effective with respect to this agreement until after the expiration or exhaustion of the register(s) in effect at the time of the change.

DRAFT

Refusal of Initial Appointment.

Any employee whose name appears on a final eligibility register may decline appointment one time and still maintain their position on the register. Any employee who declines appointment a second time shall be disqualified from further consideration for appointment from that register.

Section 25.3. Asst. Chief/Battalion Promotional Process Monitoring.

Upon request by the bargaining unit; all components of the testing process are subject to monitoring. The monitors shall be 2 in number and shall be selected by the bargaining unit, but may not be members of the department. They will not be able to interfere with the testing process, but will report any irregularities they may witness. The Commission may also elect to have as many as 2 impartial observers as well.

Eligibility.

Only employees holding the rank of Captain for at least three (3) years prior to the test date shall be eligible to participate in the promotional process for promotion to the rank of Assistant/Battalion Chief. Those applying must have received an Associates Degree in Fire Science or a bachelor's degree in any subject and be a State of Illinois Office of State Fire Marshal (OSFM) certified Fire Officer II to be eligible to participate.

Documentation of successful completion of the required degree and certification must be submitted to the Fire Chief at least 45 days prior to the written exam. Applicants who do

DRAFT

not provide the required documentation shall not be allowed to participate in the promotion process. Acceptable documentation shall be an official transcript(s) from educational institutions, a copy of an official transcript(s) from the candidates training file, ~~or an on file copy of same that has been previously added to the candidates training files.~~ . It is the responsibility of each candidate to provide the appropriate documentation. All candidates must submit educational documentation. Only candidates that are listed on Appendix "B" are not required to submit OFSM I or II certification or curriculum completion documentation. ~~Documentation will not be required to be submitted for employees on the attached list, Appendix "B".~~

Vacancy.

A position vacancy for Assistant/Battalion Chief shall be determined to have occurred at the date and time an employee holding that position becomes unable or unavailable to perform the normal duties of that position. And the circumstances causing the employee to be unable or unavailable to perform those normal duties have lasted or are expected to last at least one year.

Appointments to fill vacancies shall be made from the eligibility register in effect at the time the vacancy occurred.

Administration.

The promotion process contained herein shall be administered by the Commission. The Commission shall have the authority to exercise such judgment and make such

decisions necessary to administer the process contained herein, provided that exercise of that authority does not violate the express provisions of this agreement.

Except where indicated otherwise, disputes concerning the meaning, interpretation, or application of the express provisions of this agreement shall be resolved in accordance with the grievance procedure contained in the parties' collective bargaining agreement. In all cases where a grievance is filed with respect to this promotional process, it shall be the grievant's responsibility for meeting the burden of proof with respect to any claim that an express provision of this agreement has been violated.

Components.

The following components and weights shall be used to establish applicable promotion eligibility registers:

Written Examination	30%
Assessment Board	40%
Time in Grade	15%
Chiefs Points	15%

Posting of Component Scores.

Scores of each component shall be posted in accordance with the provisions contained herein. Concurrent with this posting, the Fire Chief shall forward component scores to the Board of Fire and Police Commissioners.

Posting of Notification of Written Examination.

DRAFT

Notice of written examination shall be posted in all Fire Department facilities at least 90 days prior to the date of the written examination.

Posting of Study Guide for Written Examination.

The study guide for the written examination shall be posted in all Fire Department facilities at least 90 days prior to the date of the examination. The study guide shall include the names of all reference material and applicable chapters from which written questions may be selected.

Posting of Official Sign-up List.

There shall be an official written examination sign-up list posted at each Fire Department facility. The sign-up lists shall be posted at least 90 days prior to the date of the examination. Personnel who wish to take the written examination must so indicate by signing one of the sign-up lists at least 45 days prior to the date of the examination. Personnel who have not signed up at least 45 days prior shall not be allowed to take the written examination and shall not be eligible for participation in the remainder of the promotional process.

Structure of the Written Examination.

The written examination shall consist of no fewer than 50 questions that call for specific answers, such as multiple choice, true/false, or matching format. Each question on the written examination shall have the same value.

DRAFT

Grading of the Written Examination.

Upon completion, the written examination shall be graded on site and the score provided to the candidate. Prior to leaving the test site, the candidate shall sign a receipt indicating the candidate's score. This receipt shall only be an acknowledgment that the candidate was provided his/her test score and shall not indicate any other agreement on the part of the candidate. The method for scoring the examination shall be at the discretion of the Fire and Police Commission. A list of scores of all candidates shall be posted in each Fire Department facility within 14 days of the examination.

Preliminary List.

Following the completion of the written examination, the scores from each of the components shall be compiled to create a preliminary list. The preliminary list shall remain posted for at least 30 days and/or until any challenges to the written exam have been resolved. Persons eligible for military points shall have 10 days from the posting of the preliminary list to apply for such points.

Eligible candidates will be allowed to participate in all elements of the promotional process regardless of the score of any one component. A final composite score of 70 must be achieve to be included on the preliminary eligibility list.

Review of Written Examination.

Personnel who have taken the written examination shall be provided with the opportunity to review the examination along with the correct answers within 14 days of the

DRAFT

examination. The time, place and format of the review shall be as determined by the Commission. Relief from duty shall not be provided to personnel choosing to participate in the written examination review. The Commission may elect to provide for review of the written examination in a group format.

Challenges to the Written Exam.

Challenges or appeals concerning correct answers on the written examination shall be the exclusive jurisdiction of the Commission. Decisions by the Commission shall be final and are not subject to appeal.

The Commission's authority in such appeals shall be limited to affirming or invalidating any challenged or appealed question(s). If the Commission invalidates a question(s), no candidate shall receive credit for correctly answering the invalidated question(s). The total number of points possible on the written exam shall be reduced by the number of questions invalidated by the board.

Challenges or appeals must be filed within 30 days of the date of the exam by the candidate. Individuals must make challenges or appeals concerning correct answers on the written examination directly to the Commission.

Final Register.

A final eligibility register shall be posted after military points have been awarded and following the completion of any review and/or challenge of the written examination.

DRAFT

Release from Duty.

On duty personnel who have signed-up to take the written examination shall be released from duty to take the examination. Personnel shall be released from duty one hour prior to the start time of the exam and shall report back to duty immediately after completing the examination and receiving their examination score.

Chief's Merit Points.

The Fire Chief will have available for his assignment up to 15 points to be added to the other point criteria for the purpose of establishing the promotional list for Assistant/Battalion Chief. These points will be given to the Commission prior to the assessment center. These points are at the discretion of the Chief. Chief's Merit points for personnel who have signed up for the written exam shall be computed and posted at least 7 days prior to the assessment center.

Time in Grade Points.

Time in Grade points for personnel who have signed up for the promotional process shall be computed and posted at least 7 days prior to the assessment center. A maximum of 15 points for 10 years of service as a Captain shall be awarded. Points for employees with less than 10 years as a Captain shall be computed as follows: Time in Grade in days of service shall be determined by subtracting the employee's date of appointment as Captain from the date on which the applicable current promotion list expires or was exhausted. For the initial list, the date of the written examination will be

DRAFT

used for this calculation. An employee's Time in Grade shall be adjusted to reflect any time not credited towards seniority while a Captain as defined in the collective bargaining agreement between the City and Local # 49. A promotion list shall be considered to have been exhausted on the date the last eligible person on that list received (or refused) an initial appointment to the rank of Assistant/Battalion Chief. Time in Grade shall then be multiplied by 1.5 to determine an employee's points, the final value being rounded to 3 decimal places.

(Date of expiration of exhaustion of list - Date appointed Captain) x 1.5/365.25

Assessment Center.

The assessment center will be designed to test the candidate's ability to perform several of the functions of an Assistant/Battalion Chief in the capacity of Shift Commander. It will include demonstrating the candidate's ability to handle administrative functions of the position, emergency mitigation functions and may include an oral interview. The assessment center will be designed and conducted by an impartial, independent firm contracted by the City. The Chief will serve as a resource to assure that the process is relevant to the position being assessed.

Order of Component Scoring.

1. Chief's Points
2. Calculation of Time in Grade Points

3. Assessment Center

4. Written Examination

Candidates will be allowed to participate in all elements of the promotional process regardless of the score of any one component. A final composite score of 70 must be achieved to be included on the preliminary eligibility list.

Military Points.

Upon posting of the preliminary list, any candidate that qualifies for additional points due to military service will have 10 days to apply for military points. Points will not be awarded in the event that a candidate has received credit for military services a previous promotional process. Military points shall be calculated in compliance with Chapter 65 of the Illinois Municipal Code, Section 10-2.1-11. Awarding of these points provides the potential for a candidate to receive a score higher than 100, and are not considered a part of the total points calculation for the other components of the testing process.

Initial Appointment.

Initial appointment to fill vacant positions shall be made by the Commission and shall be for a period of one year. During the initial appointment period the Chief may request the Commission to terminate an employee's appointment and return the employee to their previous rank. Such termination of an initial appointment shall be made only when an employee has demonstrated substantial shortcomings in the performance of their duties. An employee who has an initial

DRAFT

appointment terminated shall not be eligible for further appointment from the current register.

Regular Appointment.

At the successful conclusion of the one year initial appointment, the Chief shall notify the Board, who shall then make their regular promotion to the rank of Assistant/Battalion Chief.

Refusal of Initial Appointment.

Any employee whose name appears on the final eligibility register may decline appointment one time and still maintain their position on the register. Any employee who declines appointment a second time shall be disqualified from further consideration for appointment from that register.

Passing over a Candidate on the List of Eligibles.

The appointing authority has the right to pass over the top candidate on the list in the event there is significant evidence of shortcomings in the candidate's ability to function as an Assistant/Battalion Chief or if misconduct on the part of the candidate is noted. If the shortcoming persists and another opening develops, the candidate may be passed over again and be removed from that list. This will not prohibit the candidate from taking later exams and ultimately being appointed from another list. In the event that a candidate is passed over, the Commission must document the reason

DRAFT

why. Unless the shortcoming is not correctable, no candidate may be passed over more than one time. Any dispute over the passing over of a candidate or any other component of the promotional procedure may be brought before the Commission for resolution by decision of the Commission according to their rules and regulations.

ARTICLE 26 DRUG AND ALCOHOL TESTING

Section 26.1. Prohibitions.

Firefighters shall be prohibited from:

a) consuming or possessing alcohol or illegal drugs at any time during the work day on any of the City's premises or job sites, including all City buildings, properties, vehicles and the employee's personal vehicle while engaged in City business;

(b) using, selling, purchasing or delivering any illegal drug during the work day or when off duty;

(c) being under the influence of alcohol or prescribed drugs for which the employee does not have a prescription during the course of the work day;

(d) failing to report to the Human Resources, or other mutually agreed person, any known adverse side effects of medication or prescription drugs which they are taking;

(e) violations of these prohibitions will result in disciplinary action up to and including discharge.

DRAFT

Section 26.2. Use of Alcohol or Legal Drugs Prior to Emergency Recall.

The parties recognize that employees may be placed in a conflict arising from the fact that employees are not prohibited from consuming alcohol or legal drugs while off duty but are subject to emergency recall during off duty hours. Accordingly, when employees are notified of any emergency recall from off duty, the following procedure shall apply:

(a) The recalled employee shall advise the officer in charge of the station to which they report if they have consumed alcohol or legal drugs during the day of the emergency recall and the extent of such activity.

(b) The officer in charge shall assess the employee's condition and fitness for duty and either assign them to duty or, if the employee is determined to be unfit for duty will not allow them to sign in for duty.

Section 26.3. The Administration of Tests.

Unless otherwise superseded by the express provisions of this Agreement, all drug and alcohol testing of bargaining unit employees shall be in compliance with the "Mandatory Guidelines for Federal Workplace Drug Testing."

(a) Informing Employees Regarding Drug Testing.

All current employees will be given a copy of the Drug & Alcohol Free Workplace Policy Statement and Substance Abuse Testing Procedure upon execution of the Agreement between the parties. All newly hired employees will be provided with a copy at the start of their employment.

DRAFT

(b) Pre-Employment Screening.

Nothing in this Article shall limit or prohibit the City from requiring applicants for bargaining unit positions to submit to blood and/or urine specimens to be screened for the presence of drugs and/or alcohol prior to employment.

(c) When a Test May be Compelled.

There shall be no random, across-the-board, or routine drug testing of employees, except as provided by Section 26.6 or as is otherwise expressly agreed to in writing by the parties. Where there is reasonable suspicion to believe that an employee is impaired due to being under the influence of drugs or alcohol while on duty, that employee may be required to report for drug/alcohol testing. When a company level officer has reasonable suspicion to believe that an employee is impaired due to being under the influence, that officer shall have the Assistant/Battalion Chief or their designee confirm that suspicion prior to any order to submit to drug/alcohol testing. At the time the employee is ordered to submit to testing the City shall notify the designated Union Representative on duty and if none is on duty, the City shall make a reasonable effort to contact an off duty designated Union Representative. Refusal of an employee to comply with the order for a drug/alcohol screening will be considered as a refusal of a direct order and will be cause for disciplinary action up to and including discharge.

It is understood that drug or alcohol tests may be required under the following conditions:

DRAFT

(1) when an employee has been arrested or indicted for conduct involving illegal drug related activity on or off duty;

(2) when an employee is involved in an on-the-job injury causing reasonable suspicion of illegal drug use or alcohol abuse;

(3) when an employee is involved in an on-duty accident where there is reasonable suspicion of illegal drug use or alcohol abuse;

(4) where an employee has experienced excessive absenteeism or tardiness under circumstances giving rise to a suspicion of off-duty drug or alcohol abuse.

The above examples do not provide an exclusive list of circumstances which may give rise to testing. Other circumstances may give rise to testing provided they conform to the reasonable suspicion standard.

(d) Reasonable Suspicion Standard.

Reasonable suspicion exists if the facts and circumstances warrant a rational inference that a person is impaired by alcohol or controlled substances. Reasonable suspicion will be based upon the following:

(1) observable phenomena, such as direct observation of use and/or the physical symptoms of impairment by alcohol or controlled substances;

(2) information provided by an identifiable third party which is independently corroborated.

DRAFT

(e) Order to Submit to Testing.

At the time an employee is ordered to submit to testing authorized by this Agreement, the City shall provide the employee with the reasons for the order. The identity of any third party shall be made available to a Union designated representative upon request and such information shall be treated as confidential information subject to disclosure only to the extent relevant to processing a grievance.

(f) Post Accident Testing.

As soon as practicable following an accident involving a vehicle driven by a bargaining unit employee in the course of their duties, the employee driving the vehicle shall be tested for alcohol and controlled substances in the manner set forth by this Article 26:

(1) if the accident involved the loss of human life; or

(2) if the employee driving the vehicle received a citation under State or local law for a moving traffic violation arising from the accident and the accident involved:

(i) Bodily injury to any person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or

(ii) One or more motor vehicles incurred disabling damage as a result of the accident, requiring the motor vehicle to be transported away

DRAFT

from the scene by a tow truck or other motor vehicle.

An accident covered by this subsection (f) shall be deemed to satisfy the Reasonable Suspicion Standard of subsection (d) of this Article 26.

A written notice setting forth all of the objective facts and reasonable inferences drawn from the facts which formed the basis of the order to test will be provided in a reasonable time period following the order. The employee shall be permitted to consult with a designated representative of the Union at the time the order is given, provided that such a representative is available. No questioning of the employee shall be conducted that is not consistent with the "Firemen's Disciplinary Act." A refusal to submit to such testing may subject the employee to discipline, but the employee's taking of the test shall not be construed as a waiver of any objection or rights that they may have. When testing is ordered, the employee will be removed from duty and placed on leave with pay pending the receipt of results.

Section 26.4. Right to Contest.

The Union and/or the employee, with or without the Union, shall have the right to file a grievance concerning any testing permitted by this Agreement.

Section 26.5. Voluntary Requests for Assistance.

The City shall take no adverse employment action against an employee who voluntarily seeks treatment, counseling or other support for an alcohol or drug related problem unless the request

DRAFT

follows the order to submit to testing or unless the employee is found to be using illegal drugs or under the influence of drugs or alcohol. If the employee is then unfit for duty in this current assignment, the City may authorize sick leave or another assignment if it is available in which the employee is qualified and/or is able to perform. The City shall make available through its Employee Assistance Program (EAP) a means by which the employee may obtain referrals and treatment. All such requests shall be confidential. When undergoing treatment and evaluation, employees shall be allowed to use accumulative sick and/or paid leave and/or be placed on unpaid leave pending treatment. Such leave cannot exceed one (1) calendar year.

Section 26.6. Discipline.

All discipline in situations involving a positive drug/alcohol test shall be administered as specified below:

(a) First Positive. In the first instance that an employee tests positive on the confirmatory test for drugs or is found to be under the influence of alcohol, the employee may be subject to a suspension not to exceed five (5) calendar days. The foregoing limit on suspension is conditioned upon the employee agreeing to:

(1) undergo appropriate treatment as determined by the physician(s) involved;

(2) discontinue use of illegal drugs or abuse of alcohol;

DRAFT

(3) complete the course of treatment prescribed, including an "aftercare" group for a period up to twelve (12) months;

(4) submit to random testing during work hours during the period of "aftercare" treatment.

Employees who do not agree to or who do not act in accordance with the foregoing, or who test positive a second or subsequent time shall be subject to discipline, up to and including discharge.

~~(b) Second Positive. Employees who test positive on the confirmatory test of drugs or alcohol on a second occasion shall be subject to discharge. If the employee is then undergoing treatment, as provided in (a) (1) and (3) of Section 26.6, above, or if there are other mitigating circumstances (such as the absence of any adverse effect on job performance), the discharge penalty may be commuted to a suspension not to exceed thirty (30) calendar days.~~

(c) ~~Third~~ Second Positive. Employees who test positive on the confirmatory test for drugs or alcohol on a second ~~third~~ occasion shall be subject to discharge without possibility of mitigation or commutation. The Chief is hereby empowered by contract to impose such penalty, and neither the Board of Fire and Police Commissioners nor an arbitrator shall have jurisdiction to review, set aside or modify such penalty.

This Section 26.6 shall in no way limit discipline for other offenses arising out of, related to or aggravated by alcohol or drug

abuse, including but not limited to discipline or discharge because the employee's condition is such that they are unable to properly perform their duties due to the effects of drugs or alcohol, nor shall it limit the discipline to be imposed for selling, purchasing or delivering any illegal drug during the work day or while off duty or for using any illegal drug while on duty. In cases of misconduct arising out of, related to, or aggravated by alcohol or drug abuse, the discipline imposed shall be based upon the extent, severity, and/or consequences of the misconduct (including whether such misconduct is a violation of public law) or inability to perform (including the risk of damage to public or Fire Department life, limb or property).

Section 26.7. Confidentiality of Test Results.

The results of drug and alcohol tests will be disclosed to the person tested, the Chief, the Human Resources Director, the designated representative of the Union, and such other officials as may be mutually agreed to by the parties. Such designations will be made on a need-to-know basis. Test results will not be disclosed externally except where the person tested consents. Any employee whose drug/alcohol screen is confirmed positive shall have an opportunity at the appropriate stage of the disciplinary process to refute said results.

Section 26.8. Insurance Coverage.

The employee may utilize the City's EAP, but if further treatment is necessary, coverage or lack of coverage will be determined by the employee's individual health plan.

DRAFT

ARTICLE 27 EMPLOYEES ON DISABILITY LEAVE – REINSTATEMENT

In the event that an employee who has previously been on leave under a disability pension is reinstated into active service at the same rank or grade held at the date they were placed on disability leave, as required by state law, the person who has the least seniority in the rank or grade of the returning employee shall be temporarily demoted into the next lower grade or rank, but only if the returning employee causes a greater number of personnel in such rank or grade than is permitted by City ordinance.

If the temporary demotion of an employee to the next lower grade or rank causes a greater number of personnel in such rank or grade than is permitted by City ordinance, the employee with the least seniority in such rank or grade shall be temporarily demoted or (in the case of firefighters of the lowest grade or rank) laid off. Such persons shall be restored to their former rank when resignations, promotions, or terminations cause a vacancy in the rank or grade previously held by such person.

The demoted employee shall receive pay for the rank or grade to which they have been demoted. Employees laid off shall be eligible for unemployment compensation as provided by law.

ARTICLE 28 SALARIES

Section 28.1. Salaries.

Effective May 1, 2015~~12~~, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "C". These amounts represent a 2.5% general wage increase applied to the parties' agreed salary schedule.

DRAFT

~~Effective November 1, 2012, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "D". These amounts represent a 1.5% general wage increase applied to the parties' agreed salary schedule.~~

Effective May 1, 2016~~13~~, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "E". These amounts represent a 2.5% general wage increase applied to the parties' agreed salary schedule.

~~Effective November 1, 2013, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "F". These amounts represent a 1.5% general wage increase applied to the parties' agreed salary schedule.~~

Effective May 1, 2017~~14~~, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "G". These amounts represent a 2.5% general wage increase applied to the parties' agreed salary schedule.

~~Effective November 1, 2014, employees shall be paid an annual salary as specified in the salary schedule attached hereto as Appendix "H". These amounts represent a 1.5% general wage increase applied to the parties' agreed salary schedule.~~

Section 28.2. Holiday Pay.

Employees who are scheduled to, and do work, on any of the following holidays shall be paid premium pay in the amount of two (2) times their regular straight time hourly rate for all hours worked on such holidays.

Memorial Day Independence Day

Labor Day	Veteran's Day
Thanksgiving Day	Day after Thanksgiving
Christmas Eve Day	Christmas Day
New Year's Eve (1/2 day)	New Year's Day
Martin Luther King Day	Good Friday

The premium pay shall be applicable to the hours worked during the twenty-four (24) hour shift beginning at 7:00 a.m. on the designated holiday. The holiday recognized shall be the day of the actual holiday and not any day celebrated in lieu of the holiday.

Employees (including 40 hour employees) who work overtime on a designated holiday shall be paid at the rate of two and one-half (2 ½) times their regular straight time hourly rate for all hours worked on such holiday.

Section 28.3 Paycheck Distribution.

For those employees who do not elect to have direct deposit, paychecks will be mailed on payday by the Finance Department.

ARTICLE 29 HEALTH AND SAFETY COMMITTEE

The City and the Union agree that protecting the safety and health of employees in their work environment requires the concern of the City, Fire Department and Union. A Health and Safety Committee shall be formed which shall be composed of two (2) representative from each shift and a representative to be designated by the Chief. The joint committee shall:

DRAFT

(a) Meet at least every other month on established dates, without loss of pay.

(b) Make periodic inspections, no less than one time per fiscal year of protective equipment, protective clothing and devices to review work methods and conditions.

(c) Make written recommendations on possible hazards which come to its attention. All recommendations shall be forwarded to the Fire Department officials responsible for providing a safe and healthy workplace and shall include a target date for abatement of the hazardous conditions or unsafe work practice.

(d) Written accident reports will be reviewed in detail to better determine the reason why the accident occurred and corrective action recommendations.

(e) Upon mutual agreement, additional individuals may be called into the safety meetings.

(f) The Committee will recommend guidelines for procedures and programs as outlined above; provided, however, that such procedures and programs shall not be limited to the above.

ARTICLE 30 WELLNESS ~~PHYSICAL FITNESS PROGRAM~~

Section 30.1 Physical Fitness Program. The parties agree that it is in their mutual interests for employees to be in good physical condition. In order to ensure employees are physically able to perform their fire suppression duties, the parties agree that the Bloomington Fire Department standard operating procedure titled "Annual Job Physical Fitness Testing" dated June 15, 1994

shall remain in effect for the duration of this Agreement. It is understood that there shall be no change in the standard operating procedure without mutual consent, in writing, by both the Union and the City.

Section 30.2 Wellness Initiative. The goal of the annual Wellness Initiative is for personal fitness improvement and the ability to detect medical issues early. All personnel shall participate in a mandatory, annual, non-punitive and confidential Wellness Physical. All appointments shall be arranged and paid for by the City and will be conducted while the employee is on duty. No individual medical information obtained from the testing under the Wellness Initiative will be shared with the City by the Health Care Provider.

ARTICLE 31 PROBATIONARY EMPLOYEES

Probationary employees shall be subject to all provisions of this Agreement except that:

(a) Hours and schedules may be changed as necessary to complete required training.

(b) Probationary employees who do not satisfactorily complete requirements of probation may be dismissed at the discretion of the City. Dismissal for the preceding shall not be subject to the grievance procedure contained herein.

ARTICLE 32 SENIORITY

The City shall maintain a seniority list noting the date of hire and current classification for each bargaining unit employee. The Union shall be provided a copy of the seniority roster on January 1 of each successive year. Any objection or change to be made to

the seniority roster shall be made in writing to the other party within fifteen (15) days of the date of deliverance of the seniority roster or the roster shall stand approved as delivered. Seniority shall be computed from the date of hire except for time on pension or after benefits have been exhausted. In the event that more than one person is hired on the same day, the person occupying the higher position on the original appointment list shall have the seniority.

ARTICLE 33 40 HOUR EMPLOYEES/SPECIAL ASSIGNMENTS

Section 33.1. Forty (40) Hour Employees.

Forty (40) hour employees shall be subject to the terms and conditions of this Agreement.

Section 33.2. Public Education/Fire Investigation.

Forty (40) hour employees shall be paid at the following rates:

Firefighters and Engineers assigned to public education duties shall receive a 10% increase over their regular hourly rate.

Captains assigned to public education duties shall be paid at their next higher longevity step.

Shift employees assigned to fire investigation duties shall be paid 3% over their normal hourly rate for all hours worked. ~~at their next higher longevity step~~.

Section 33.3. EMS Supervisor.

The Chief shall have the right to appoint one bargaining unit person per shift to serve in the position of EMS Supervisor. In the

DRAFT

appointment process, the Chief will consider the employee's leadership skill and ability, work ethic and knowledge of the job, among other things. The duties and responsibilities of the EMS supervisor are contained in a job description which has been jointly reviewed by the parties.

The Chief in his absolute discretion at any time may relieve the EMS Supervisor from the duties as an EMS Supervisor and reassign the employee(s) to his previous bargaining unit position. The EMS Supervisor position is considered an administrative assignment and not a rank under this Agreement.

The EMS Supervisor shall be compensated at the Fire Paramedic Rank at the appropriate rate of service, plus 7%, for all hours paid. ~~worked in the capacity as an EMS Supervisor.~~

~~The position of EMS Supervisor is a new and experimental position. The hours, wages and terms and conditions of employees attached to this position, and agreed upon hereto by the parties, as well as the very existence of the position itself, shall be non-precedential. Either party is free to propose changes to such hours, wages and terms and conditions during the negotiations for a successor agreement, or to the existence of the position itself. Both parties waive any past practice and or status quo arguments and neither party shall bear the burden of the moving party in any interest arbitration proceedings that may include the issues of hours, wages and conditions of employment for the position of EMS Supervisor, or of the very existence or continuation of the position.~~

ARTICLE 34 DROP PLAN

In the event Illinois Statue applicable to members of the bargaining unit is revised to authorize a Deferred Retirement Option Plan, the parties agree to bargain over the terms and conditions of implementation thereof. In the event the parties reach impasse, either party may invoke the impasse resolution provisions of Section 14 of the Illinois Public Labor Relations Act

ARTICLE 35 TIME AND ATTENDANCE

The parties agree in the event the City purchases a new Time and Attendance/Scheduling System to meet and negotiate changes to the recall and call-in procedure, leave scheduling and shift bid based on the capabilities of the new system.

ARTICLE 36 LAYOFFS AND RECALLS

In the event the City determines that a reduction in force is necessary, employees with the least seniority in the Department shall be laid off first. Layoffs and recalls shall be in accordance with applicable provisions of 65 ILCS 5/10-2. 1-18.

ARTICLE 37 ~~36~~ ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between the parties and concludes collective bargaining on any subject expressly covered by the terms of this Agreement except, however, the parties may mutually agree in writing to supplement and/or modify the terms of this Agreement during its term. The parties' agreement to this provision shall not be construed as waiving any of their respective rights or obligations to negotiate as may be required by the IPLRA as to:

DRAFT

(1) the impact of the exercise of the City's management rights as set forth herein on any terms and conditions of employment; or

(2) as to any decision to change any terms or conditions of employment not expressly covered by the terms of this Agreement that are mandatory subjects of bargaining.

ARTICLE 38 ~~37~~ SAVINGS CLAUSE

If any provision of this Agreement, or the application of such provisions, should be rendered or declared invalid by any court action or by reason of any existing or subsequently enacted State or Federal legislation or administrative action by any State or Federal body, the remaining parts or portions of this Agreement shall remain in full force and effect. The parties agree immediately to negotiate in good faith with respect to a substitute for the invalidated Article, Section or portion thereof.

ARTICLE 39 ~~38~~ TERM OF AGREEMENT

This Agreement shall be effective as of the 1st day of May, 2015~~12~~, and shall remain in full force and effect until the 30th day of April, 2018~~15~~ It shall be automatically renewed from year to year thereafter unless either party shall notify the other in writing one hundred twenty (120) days prior to the anniversary date that it desires to modify this Agreement and shall specify in writing those proposals which it wishes to negotiate on. If either party notifies the other of its intent to modify this Agreement, the other party may indicate in writing one hundred five (105) days prior to the anniversary date of its desire to modify this Agreement and shall specify in writing those proposals which it wishes to negotiate on. In the event that such notice is given, negotiations shall begin not

DRAFT

later than ninety (90) days prior to the anniversary date; this Agreement shall remain in full force and be effective during the period of negotiations.

DRAFT

IN WITNESS WHEREOF, the parties hereto have set their hands this _____ day of July, 2017 ~~August, 2013~~.

INTERNATIONAL ASSOCIATION OF FIREFIGHTERS LOCAL 49, AFL-CIO

/s/ _____

/s/ _____

/s/ _____

/s/ _____

/s/ _____

/s/ _____

/s/ _____

CITY OF BLOOMINGTON, ILLINOIS

/s/ _____

/s/ _____

/s/ _____

/s/ _____

/s/ _____

/s/ _____

DRAFT

APPENDIX A – Recall - Memorandum of Understanding

INTERIM AGREEMENT

BY AND BETWEEN

CITY OF BLOOMINGTON AND IAFF #49

Whereas: The parties have a good faith disagreement as to how to fill vacant captain positions.

Whereas: The parties wish to implement an interim procedure whereby vacant captain positions can be filled.

The parties therefore agree to implement the following interim procedure:

1. The staffing of the shift will be "juggled" in an attempt to get at least one appointed Captain at each station from the duty shift available that day.

2. In the event that there are fewer than 4 appointed Captains on duty for a given shift, **and** there is a need to call back additional personnel due to their also being manpower shortages, the members called back first will be from our Captain's ranks.

3. In the event there are not enough Captains available or willing to accept the call back assignment, on duty members that are on the promotional list will be moved up to act to complete the 4 officer staffing, and the shift staffing shortages will then be filled from the top down as we traditionally have done.

4. If after Step 3 there is not yet one Captain/Acting Captain for each station, a Captain or Captains will be held over to meet the 4 Captains needed up to the manpower shortage needs, with any additional call backs needs then being completed traditionally from the overtime list.

Nothing in this agreement will obligate the City to call back additional personnel unless there is an actual shortage in the number of firefighters and officers required to normally staff the shift. This position also does nothing to the City's right to staff the shift, including closing a station and redistributing the remaining personnel.

The parties hereto agree that this is an interim solution pending resolution of this issue during the current round of contract negotiations. Agreement with this interim procedure shall not serve to prejudice either party's position at the bargaining table or in interest arbitration as to the procedure which ultimately will appear in the party's successor Collective Bargaining Agreement.

FOR THE CITY OF BLOOMINGTON

Keith A. Kanney

Date: 7-2-08

FOR I.A.F.F. LOCAL #49

Patrick Hall

Date: 7/1/08

APPENDIX B – PROMOTIONAL PROCESS LIST

The following is a list of Local 49 members who have completed the Office of the State Fire Marshal's Fire Officer II curriculum prior to the 2012 Assistant/Battalion Chief's exam. The names were supplied by the Local 49 negotiations committee and verified by Eric Vaughn.

Anglin, Jason	Bozarth, Matthew	Brown, David
Brown, Parrish	~~Burke, David~~	Chaon, Michael
Cheeseman, Scott	Czapar, Paul	Davis, James
Day, Brian	Day, Jeff	Emmert, Jeff
Esme, Mark	~~Flairty, Jeff~~	~~Hartwig, Michael~~
~~Hill, Steven~~	Jackson, John	Kelch, Samuel
Langellier, Mark	Leman, Eric	Matheny, Corey
~~McCollum, Brad~~	Meckley, John	Miller, Patrick
Owens, Eric	Pitcher, Gavin	Pouliot, Kenneth
Prouty, Dale	Reeb, Carl	Schreiber, James
Smith, Gary	~~Stretch, Douglas~~	Talley, Thomas
~~Thomas, John~~		

Commented [AB1]: The parties TA reflects adding Michael Walsh to the list. This individual has retired.

The following is a list of Local 49 members who have completed the Office of the State Fire Marshal's Fire Officer I curriculum prior to the 2012 Captain's exam. The names were supplied by the Local 49 negotiations ~~negations~~ committee and verified by Eric Vaughn.

Batka, Rich	Casagrande, Charles	Friend, Frank
~~Hightower, Allen~~	Hoyland, Dennis	Novak, Mike
Shultz, Tyson	~~Troxel, Roger~~	~~Kernosky, Jason~~

DRAFT

APPENDIX C – WAGE TABLE May 1, 2015

IAFF LOCAL 49 SALARY SCHEDULE
Effective May 1, 2015

		Annual Base	Bi-Weekly	Shift Hourly	40 Hour Hourly	Shift OT	40 Hour OT
FIREFIGHTER – EMT – I							
Probationary		$51,682.65	$ 1,987.79	$ 19.05	$ 24.85	$ 28.58	$ 37.27
1 Year		$59,631.74	$ 2,293.53	$ 21.98	$ 28.67	$ 32.97	$ 43.00
2 Year		$63,999.67	$ 2,461.53	$ 23.59	$ 30.77	$ 35.39	$ 46.15
3 Year	Base	$70,592.26	$ 2,715.09	$ 26.02	$ 33.94	$ 39.03	$ 50.91
5 Year	5%	$74,119.16	$ 2,850.74	$ 27.32	$ 35.63	$ 40.98	$ 53.45
10 Year	7%	$75,529.92	$ 2,905.00	$ 27.84	$ 36.31	$ 41.76	$ 54.47
15 Year	9%	$76,940.68	$ 2,959.26	$ 28.36	$ 36.99	$ 42.54	$ 55.49
20 Year	14%	$80,467.58	$ 3,094.91	$ 29.66	$ 38.69	$ 44.49	$ 58.03
FIREFIGHTER/PARAMEDIC & ENGINEER*							
Probationary		$52,713.59	$ 2,027.45	$ 19.43	$ 25.34	$ 29.15	$ 38.01
1 Year		$60,798.33	$ 2,338.40	$ 22.41	$ 29.23	$ 33.62	$ 43.84
2 Year		$65,247.65	$ 2,509.53	$ 24.05	$ 31.37	$ 36.08	$ 47.05
3 Year	Base	$72,003.02	$ 2,769.35	$ 26.54	$ 34.62	$ 39.81	$ 51.93
5 Year	5%	$75,611.31	$ 2,908.13	$ 27.87	$ 36.35	$ 41.81	$ 54.53
10 Year	7%	$77,049.20	$ 2,963.43	$ 28.40	$ 37.04	$ 42.60	$ 55.56
15 Year	9%	$78,487.09	$ 3,018.73	$ 28.93	$ 37.73	$ 43.40	$ 56.60
20 Year	14%	$82,095.38	$ 3,157.51	$ 30.26	$ 39.47	$ 45.39	$ 59.20
CAPTAIN							
3 Year	Base	$84,808.38	$ 3,261.86	$ 31.26	$ 40.77	$ 46.89	$ 61.16
5 Year	5%	$89,040.66	$ 3,424.64	$ 32.82	$ 42.81	$ 49.23	$ 64.21
10 Year	7%	$90,749.85	$ 3,490.38	$ 33.45	$ 43.63	$ 50.18	$ 65.44
15 Year	9%	$92,431.91	$ 3,555.07	$ 34.07	$ 44.44	$ 51.11	$ 66.66
20 Year	14%	$96,691.32	$ 3,718.90	$ 35.64	$ 46.49	$ 53.46	$ 69.73

Notes: All payroll calculations are made based upon each employee's hourly rate of pay. Other figures are for informational purposes only.

On a non-precedential basis, retroactive pay on Wages only (Not Fire Investigator Pay) will be paid to all employees on payroll on or after May 1, 2015, except for employees who left employment of the City during their probationary period.

APPENDIX D – WAGE TABLE May 1, 2016

IAFF LOCAL 49 SALARY SCHEDULE Effective May 1, 2016							
		Annual Base	Bi-Weekly	Shift Hourly	40 Hour Hourly	Shift OT	40 Hour OT
FIREFIGHTER – EMT – I							
Probationary		$ 52,984.89	$ 2,038.05	$ 19.53	$ 25.47	$ 29.30	$ 38.21
1 Year		$ 61,123.89	$ 2,350.86	$ 22.53	$ 29.39	$ 33.80	$ 44.08
2 Year		$ 65,600.34	$ 2,522.57	$ 24.18	$ 31.54	$ 36.27	$ 47.31
3 Year	Base	$ 72,355.71	$ 2,783.06	$ 26.67	$ 34.79	$ 40.01	$ 52.18
5 Year	5%	$ 75,964.00	$ 2,922.21	$ 28.00	$ 36.52	$ 42.00	$ 54.78
10 Year	7%	$ 77,429.02	$ 2,977.88	$ 28.54	$ 37.23	$ 42.81	$ 55.84
15 Year	9%	$ 78,866.91	$ 3,033.54	$ 29.07	$ 37.92	$ 43.61	$ 56.88
20 Year	14%	$ 82,475.20	$ 3,172.69	$ 30.40	$ 39.65	$ 45.60	$ 59.48
FIREFIGHTER/PARAMEDIC & ENGINEER*							
Probationary		$ 54,042.96	$ 2,078.01	$ 19.92	$ 25.98	$ 29.88	$ 38.97
1 Year		$ 62,317.61	$ 2,396.95	$ 22.97	$ 29.96	$ 34.46	$ 44.94
2 Year		$ 66,875.45	$ 2,572.03	$ 24.65	$ 32.15	$ 36.98	$ 48.23
3 Year	Base	$ 73,793.60	$ 2,838.76	$ 27.20	$ 35.48	$ 40.80	$ 53.22
5 Year	5%	$ 77,483.28	$ 2,980.69	$ 28.56	$ 37.25	$ 42.84	$ 55.88
10 Year	7%	$ 78,948.30	$ 3,037.47	$ 29.10	$ 37.96	$ 43.65	$ 56.93
15 Year	9%	$ 80,440.45	$ 3,094.24	$ 29.65	$ 38.67	$ 44.48	$ 58.01
20 Year	14%	$ 84,130.13	$ 3,236.18	$ 31.01	$ 40.45	$ 46.52	$ 60.67
CAPTAIN							
3 Year	Base	$ 86,924.52	$ 3,343.14	$ 32.04	$ 41.79	$ 48.06	$ 62.69
5 Year	5%	$ 91,265.32	$ 3,510.29	$ 33.64	$ 43.88	$ 50.46	$ 65.82
10 Year	7%	$ 93,001.64	$ 3,577.16	$ 34.28	$ 44.71	$ 51.42	$ 67.07
15 Year	9%	$ 94,737.96	$ 3,644.02	$ 34.92	$ 45.55	$ 52.38	$ 68.32
20 Year	14%	$ 99,105.89	$ 3,811.18	$ 36.53	$ 47.65	$ 54.80	$ 71.47

Notes: All payroll calculations are made based upon each employee's hourly rate of pay. Other figures are for informational purposes only.

On a non-precedential basis, retroactive pay on Wages only (Not Fire Investigator Pay) will be paid to all employees on payroll on or after May 1, 2015, except for employees who left employment of the City during their probationary period.

DRAFT

DRAFT

APPENDIX F – WAGE TABLE May 1, 2017

IAFF LOCAL 49 SALARY SCHEDULE Effective May 1, 2017							
0.025							
		Annual Base	Bi-Weekly	Shift Hourly	40 Hour Hourly	Shift OT	40 Hour OT
FIREFIGHTER – EMT – I							
Probationary		$ 54,314.26	$ 2,089.01	$ 20.02	$ 26.11	$ 30.03	$ 39.17
1 Year		$ 62,643.17	$ 2,409.35	$ 23.09	$ 30.12	$ 34.64	$ 45.18
2 Year		$ 67,228.14	$ 2,585.70	$ 24.78	$ 32.32	$ 37.17	$ 48.48
3 Year	Base	$ 74,173.42	$ 2,852.82	$ 27.34	$ 35.66	$ 41.01	$ 53.49
5 Year	5%	$ 77,890.23	$ 2,995.78	$ 28.71	$ 37.45	$ 43.07	$ 56.17
10 Year	7%	$ 79,355.25	$ 3,052.13	$ 29.25	$ 38.15	$ 43.88	$ 57.23
15 Year	9%	$ 80,847.40	$ 3,109.52	$ 29.80	$ 38.87	$ 44.70	$ 58.30
20 Year	14%	$ 84,564.21	$ 3,252.47	$ 31.17	$ 40.66	$ 46.76	$ 60.98
FIREFIGHTER/PARAMEDIC & ENGINEER*							
Probationary		$ 55,399.46	$ 2,130.75	$ 20.42	$ 26.63	$ 30.63	$ 39.95
1 Year		$ 63,864.02	$ 2,456.31	$ 23.54	$ 30.70	$ 35.31	$ 46.06
2 Year		$ 68,557.51	$ 2,636.83	$ 25.27	$ 32.96	$ 37.91	$ 49.44
3 Year	Base	$ 75,638.44	$ 2,909.17	$ 27.88	$ 36.36	$ 41.82	$ 54.55
5 Year	5%	$ 79,409.51	$ 3,054.21	$ 29.27	$ 38.18	$ 43.91	$ 57.27
10 Year	7%	$ 80,928.79	$ 3,112.65	$ 29.83	$ 38.91	$ 44.75	$ 58.36
15 Year	9%	$ 82,448.07	$ 3,171.08	$ 30.39	$ 39.64	$ 45.59	$ 59.46
20 Year	14%	$ 86,219.14	$ 3,316.12	$ 31.78	$ 41.45	$ 47.67	$ 62.18
CAPTAIN							
3 Year	Base	$ 89,094.92	$ 3,426.73	$ 32.84	$ 42.83	$ 49.26	$ 64.25
5 Year	5%	$ 93,544.24	$ 3,597.86	$ 34.48	$ 44.97	$ 51.72	$ 67.46
10 Year	7%	$ 95,334.82	$ 3,666.72	$ 35.14	$ 45.83	$ 52.71	$ 68.75
15 Year	9%	$ 97,125.40	$ 3,735.59	$ 35.80	$ 46.69	$ 53.70	$ 70.04
20 Year	14%	$ 101,574.72	$ 3,906.72	$ 37.44	$ 48.83	$ 56.16	$ 73.25

Notes: All payroll calculations are made based upon each employee's hourly rate of pay. Other figures are for informational purposes only.

On a non-precedential basis, retroactive pay on Wages only (Not Fire Investigator Pay) will be paid to all employees on payroll on or after May 1, 2015, except for employees who left employment of the City during their probationary period.

DRAFT

DRAFT

CONSENT AGENDA ITEM NO. 7F

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of an Ordinance approving the request for Annexation of the property commonly referred to as and located at 2405 Monica Lane.

RECOMMENDATION/MOTION: That an ordinance approving Annexation of the property commonly referred to as and located at 2405 Monica Lane be adopted and that the Mayor and City Clerk be authorized to execute the necessary documents

STRATEGIC PLAN LINK: 4. Strong Neighborhoods

STRATEGIC PLAN SIGNIFICANCE: d. Improved neighborhood infrastructure

BACKGROUND: The property located at 2405 Monica Lane is approximately 25,000 sq. ft. and located south of Fox Creek Road and East of I-55. It is improved with a single family residence. The subject property is located in the county, but is surrounded by the city limits on the north, east and west sides of the property. The property is currently on septic tank. An accident with the adjoining property owner damaged the septic tank at 2405 Monica Lane and has caused it to malfunction. The petitioner is therefore requesting annexation into the City of Bloomington so that they can connect to the city sewer. Waste cannot be properly disposed of until said connection occurs.

Due to the urgency of this situation, the petitioner is requesting a waiver from the requirement of Chapter 8.5, Section 201, which would normally require an agreement and subsequent public hearings on that agreement. Failure to grant the waiver would impede the welfare of the City of Bloomington and the orderly development and enjoyment of the property. Staff supports waiving the annexation agreement requirement and annexing the subject property into the City limits. As per Chapter 44 of the City Code, property annexed into the city will be zoned, by default, to A-Agriculture. The petitioner submitted a rezoning request which will go before the Planning Commission for a public hearing. Generally, the rezoning request would be heard simultaneously with the annexation agreement, but due to the public health implications of an improperly functioning septic system, staff and the petitioner agree the annexation should be expedited.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: As per Chapter 8.5, the petitioner has submitted an affidavit attesting that the following entities were have been notified of the Council proceedings: Bloomington Township, Bloomington Water Reclamation District, Bloomington Airport Authority, McLean County Unit District #5, Bloomington School District #87, and Bloomington Township Fire Protection District.

FINANCIAL IMPACT: The petitioner is requesting annexation in order to connect to the city sewer. Tap-on fees were calculated by Engineering and can be seen in attachment - CD 1G

Monica Ln Tap On & Parkland Fees. Sewer tap-on fees for $1,824.66 will be recorded into the Sewer Fund – Tap-on Fees account (51101100-54120) and Fees in lieu of Parkland for $605.31 will be recorded into the Park Dedication Fund – Property Owner Contribution account (24104100-57320).

Respectfully submitted for Council consideration.

Prepared by: Katie Simpson, City Planner

Reviewed by: Tom Dabareiner AICP, Community Development Director

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Community Development review by: Tom Dabareiner AICP, Community Development Director

Legal review by: George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Ordinance for the Annexation
- Legal Description
- Plat of Survey
- Annexation Petition
- Aerial of subject property
- CD 1G Monica Ln Tap On & Parkland Fees

ORDINANCE NO. 2017 –

AN ORDINANCE APPROVING ANNEXATION OF THE PROPERTY
LOCATED AT AND COMMONLY REFERRED TO AS 2405 MONICA LANE

WHEREAS, there has heretofore been filed with the City of Bloomington a Petition for Annexation of the property located at 2405 Monica Lane, described as set forth in Exhibit A, attached; and

WHEREAS, certain conditions exist involving the failure of the septic system serving the property and the need for proper waste disposal that warrants waiver of the annexation agreement requirements of Chapter 8.5 of the Bloomington City Code, in that failure to grant said waiver would impede attainment of the purposes of the annexation ordinance, the orderly development and enjoyment of the property, or the welfare of the City of Bloomington; and

WHEREAS, the City Council is authorized to adopt this ordinance and to annex said premises described in Exhibit A.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Bloomington, McLean County, Illinois:

1. That the City Council of the City of Bloomington determines that the territory described in the attached Exhibit A and commonly referred to as 2405 Monica Lane is not within the confines of any municipality of the State of Illinois but is, however, contiguous to the City of Bloomington;

2. That the property herein above described is by this Ordinance hereby annexed to and does by said Ordinance become part of the incorporated City of Bloomington, McLean County, Illinois and that the boundary of said City is hereby changed to include the property herein above described;

3. This Ordinance shall take effect immediately upon passage and approval.

PASSED this ____ day of _____, 2017.

APPROVED this _____ day of _____, 2017.

APPROVED:

_____
Tari Renner
Mayor

ATTEST:

_____
Cherry Lawson
City Clerk

EXHIBIT A

Legal Description for 2405 Monica Lane

Heritage Estates Lot 4
PIN: 21-18-326-003

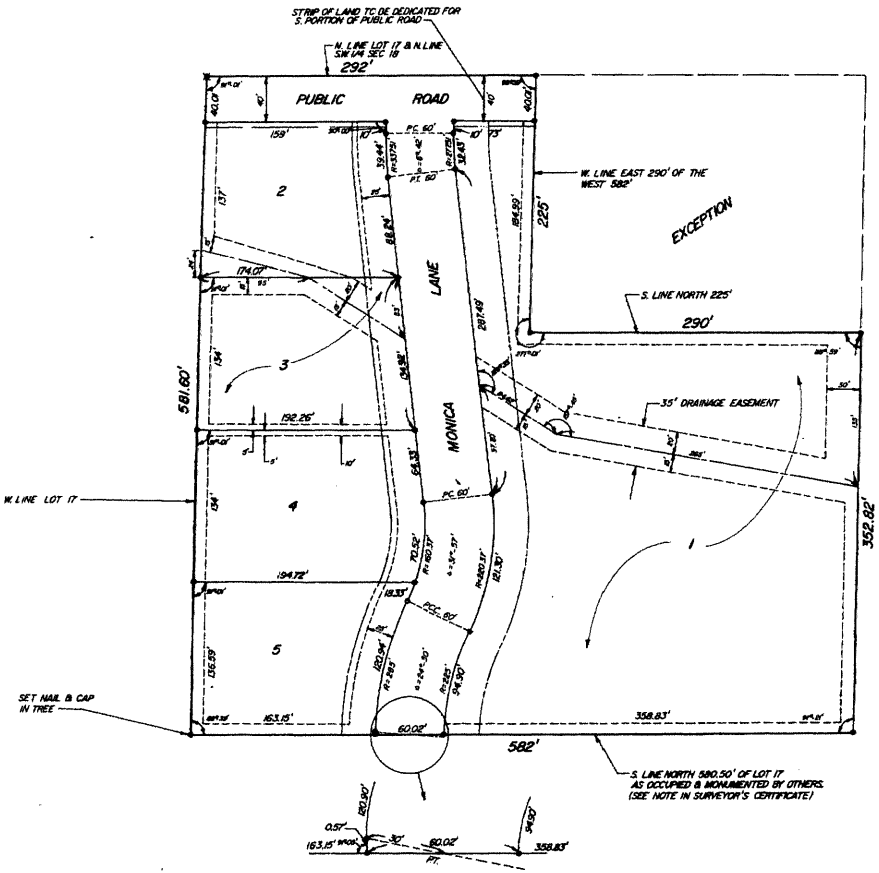
Annexation Petition
Exhibit A
Legal Description for 2405 Monica Lane

Heritage Estates Lot 4
PIN: 21-18-326-003

80-8101

80-8101

NOTES: 1.) DISTANCES SHOWN ON CURVED STREETS ARE CHORD DISTANCES.
2.) LOT LINES EXTENDING FROM CURVED STREET LINES ARE NON-RADIAL.



N

SCALE: 1" = 50'

—LEGEND—

- ● 5/8" IRON ROD
- ⋈ RAILROAD SPIKE
- ——— 30' BUILDING SETBACK LINE
- ——— UTILITY EASEMENT LINE WHICH EXTENDS 10' FROM LOT LINES UNLESS NOTED OTHERWISE.
- ——— ACCESS CONTROL LINE

CITY CLERK'S CERTIFICATION

STATE OF ILLINOIS)
COUNTY OF McLEAN)
CITY OF BLOOMINGTON)

I, [illegible] CITY CLERK OF SAID CITY DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND COMPLETE COPY OF THE ORIGINAL [illegible] PRESENTED, PASSED AND APPROVED AT A REGULAR MEETING OF SAID CITY COUNCIL HELD ON THE 25 DAY OF [illegible], 1980, BY AN AFFIRMATIVE VOTE OF THE MAJORITY OF ALL MEMBERS ELECTED TO SAID COUNCIL, THE VOTE HAVING BEEN TAKEN BY YEAS AND NAYS AND ENTERED ON THE RECORD OF THE PROCEEDINGS OF SAID COUNCIL.

WITNESS MY HAND AND SEAL OF SAID CITY OF BLOOMINGTON, THIS 25 DAY OF [illegible], A.D., 1980.

CITY CLERK

I HEREBY CERTIFY THAT THIS PLAT CONFORMS BASICALLY TO THE PRELIMINARY PLAN HERETOFORE APPROVED BY THE CITY OF BLOOMINGTON, ILLINOIS.

SIGNED THIS 25 DAY OF [illegible], A.D., 1980.

CHAIRMAN, CITY PLANNING COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF McLEAN)

Approved by the Board of Supervisors of McLean County, Illinois, this day of , 1980.

County Plat Officer

SURVEYOR'S CERTIFICATE

I hereby certify that I have surveyed the North 580.5 Feet of the West 582 Feet of Lot 17 in Sangima Subdivision of Lots 11, 12 and 13, in the Subdivision of the South Half of Section 18, Township 23 North, Range 2 East of the Third Principal Meridian in McLean County, Illinois, except the North 225 Feet of the East 290 Feet of said West 582 Feet, containing 6.25 acres.

NOTE: The South Line of said North 580.5 Feet is as occupied and was staked by others.

I further certify that I have subdivided this property into 5 Lots, the streets and easements as shown on this plat which is a true representation of said Subdivision. Said Subdivision is to be known as "Heritage Estates" in the Southwest Quarter of Section 18, Township 23 North, Range 2 East of the Third Principal Meridian, McLean County, Illinois.

I further certify that said Subdivision does not lie within 500 feet of a watercourse tributary to 640 acres or more, but does lie within 1-1/2 miles of the Corporate Limits of the City of Bloomington, Illinois.

Witness my hand and seal this 10th day of March, A.D., 1980.

FARNSWORTH & WYLIE, ENGINEERS
2709 McGraw Drive
Bloomington, Illinois 61701

By: Charles E. Hurliman
Charles E. Hurliman
Registered Land Surveyor No. [illegible]

HERITAGE ESTATES
FINAL PLAT

S.W. 1/4 SEC. 18 T.23N., R.2E., 3P.M.
McLEAN COUNTY, ILLINOIS

DRAWN BY	FARNSWORTH & WYLIE	JOB NO.
J. SPENCE	CONSULTING ENGINEERS	24-2681
CHK'D BY	BLOOMINGTON, ILLINOIS	DATE
CEH, MHD		3/10/80
SCALE		SHEET NO.
1"=50'		1 OF 1

80-8101

80-8101

80

8101

PETITION FOR ANNEXATION TO THE CITY OF BLOOMINGTON, MCLEAN COUNTY, ILLINOIS AND FOR AMENDMENT OF THE OFFICIAL ZONING MAP OF THE CITY OF BLOOMINGTON, MCLEAN COUNTY, ILLINOIS

State of Illinois)
) ss.
County of McLean)

TO: THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF BLOOMINGTON, MCLEAN COUNTY, ILLINOIS

Now come(s) Norma Ortiz

hereinafter referred to as your petitioner(s), respectfully representing and requesting as follows:

1. That your petitioner(s) is (are) the owner(s) of the freehold or lesser estate therein of the premises hereinafter legally described in Exhibit(s)___A___ which is attached hereto made and a part hereof by this reference;

2. That said premises presently have a zoning classification of _R-1__ under the provisions of the McLean County Zoning Ordinance;

3. That, due emergency circumstances, your petitioner hereby requests a waiver from the requirement of Chapter 8.5 Section 201 and that as per Chapter 8.5 Section 401, failure to grant the said waiver would impede the welfare of the City of Bloomington and the orderly development and enjoyment of the property.

4. That your petitioner(s) hereby requests that they Honorable Mayor and City Council of the City of Bloomington, McLean County, Illinois, annex said premises to said City.

6. That the petitioner provides that, upon annexation of the premises described in Exhibit A to said City, the petitioner will submit a request to rezone said premises as follows under the provisions of Chapter 44 of the Bloomington City Code-1960, as amended: R-1C, Single family Residential;

WHEREFORE, your petitioner(s) respectfully request(s) that said Annexation be approved and that said premises be annexed to the City of Bloomington, McLean County, Illinois.

Respectfully submitted,

By _____

Annexation Petition
Exhibit A
Legal Description for 2405 Monica Lane

Heritage Estates Lot 4
PIN: 21-18-326-003

Aerial View 2405 Monica Ln

0 0.07 0.1 Miles

1: 4,514

By using any McGIS products or services, you indicate your acceptance of the Licensing Agreement: http://www.McGIS.org/License

Printed: 6/16/2017 7:04:44 PM

Notes

Tap-on Calculation done for: 2405 Monica Lane

Date: 6/23/2017

Calculated by: TJM 6/23/2017

Property address: 2405 Monica Lane

PIN: 21-18-326-003

Property characteristics	
Area (acres)	0.61
# Lots	1

Fee Type	File	Principal/unit	Unit	Annual Simple Interest	Interest From Date	Term in Months	Interest/unit	Num Units	Unit	Principal	Interest	Totals: Principal + Interest	Totals: *CPI	Totals: Lowest
Sewer (S-20A)	Ridgewood Outfall Sewer	$153.61	/LOT	6%	Jul-00	203	$155.91	1	Lot	$153.61	$155.91	$309.52	$217.55	$217.55
Sewer (S-20A)	Ridgwood/Fox Creek Sewer OF	$797.10	/AC	6%	Jul-07	119	$474.27	0.61	Acres	$486.23	$289.31	$775.54	$571.28	$571.28
Sewer (S-24C)	Sugar Creek Intercept. Pump. F	$1,140.00	/AC	6%	Jan-99	221	$1,259.70	0.61	Acres	$695.40	$768.42	$1,463.82	$1,035.83	$1,035.83
Fee in Lieu of Parkland														$605.31
BNWRD Fee		$2,975.00	/LOT					1	Lot	$2,975.00	$0.00	$2,975.00		$2,975.00
													Total	$5,404.97

*CPI - Consumer Price Index as calculated by http://www.bls.gov/data/inflation_calculator.htm

(Subtotal Tapons) $1,824.66

(plus Parkland) $2,429.97

This calculation is an estimate as of the date above, and is valid through 6/30/2017

The tap on fee calculation shall be recalculated at the time it is due.

2014 Land Value per County Assessor 5065 x3 $15,195.00

Value per Acre $24,909.84

Parkland Fee in Lieu 2.43 people x 1/100 $605.31

Parkland Fee is based on 10 acres needed for 1000 population and 2.43 people per single family household per census average for Bloomington

Databases, Tables & Calculators by Subject

TOP PICKS
SERIES REPORT
PUBLIC DATA API
DISCONTINUED DATABASES
FAQS
SPECIAL NOTICES
MORE SOURCES OF DATA

CPI Inflation Calculator

CPI Inflation Calculator

$ 153.61

in July 2000

has the same buying power as

$217.55

in May 2017

Calculate

About this calculator

Mobile Browser? View full screen.

About the CPI Inflation Calculator

The CPI inflation calculator uses the Consumer Price Index for All Urban Consumers (CPI-U) U.S. city average series for all items, not seasonally adjusted. This data represents changes in the prices of all goods and services purchased for consumption by urban households.

U.S. Bureau of Labor Statistics | Postal Square Building, 2 Massachusetts Avenue, NE Washington, DC 20212-0001
www.bls.gov | Telephone: 1-202-691-5200 | TDD: 1-800-877-8339 | Contact Us

Databases, Tables & Calculators by Subject

TOP PICKS
SERIES REPORT
PUBLIC DATA API
DISCONTINUED DATABASES
FAQS
SPECIAL NOTICES
MORE SOURCES OF DATA

CPI Inflation Calculator

CPI Inflation Calculator

$ 486.23

in July 2007

has the same buying power as

$571.28

in May 2017

Calculate

About this calculator

Mobile Browser? View full screen.

About the CPI Inflation Calculator

The CPI inflation calculator uses the Consumer Price Index for All Urban Consumers (CPI-U) U.S. city average series for all items, not seasonally adjusted. This data represents changes in the prices of all goods and services purchased for consumption by urban households.

U.S. Bureau of Labor Statistics | Postal Square Building, 2 Massachusetts Avenue, NE Washington, DC 20212-0001
www.bls.gov | Telephone: 1-202-691-5200 | TDD: 1-800-877-8339 | Contact Us

CPI Inflation Calculator

$ 695.40

in January 1999

has the same buying power as

$1,035.83

in May 2017

Calculate

About this calculator

Mobile Browser? View full screen.

CONSENT AGENDA ITEM NO. 7G

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of the application of McLean County Fair Association, d/b/a McLean County Fair Association, located at 2242 Westgate Dr. requesting a LB, limited liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises for the following dates: August 2nd through August 5th, 2017.

RECOMMENDATION/MOTION: That the application of the McLean County Fair Association, d/b/a McLean County Fair Association for a limited alcoholic liquor license Class LB, which would allow the selling and serving of beer and wine only by glass for consumption on the premises on the following dates: August 2nd through August 5th, 2017, be approved and the Mayor and City Clerk authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on June 13, 2017 on the application of the McLean County Fair Association, d/b/a McLean County Fair Association, located at 2242 Westgate Dr. requesting a LB, limited liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises for the following dates: August 2nd through August 5th, 2017.

Present were: Commissioner Tari Renner. Staff: George Boyle, Asst. Corporation Counsel, Asst. Police Chief Greg Scott, and Renee Gooderham, Chief Deputy Clerk.

Commissioners Absent: Lindsey Powell and Jack Bataoel.

Mike Swartz, McLean County Fair Association Manager, addressed the Commission.

Mr. Boyle questioned how long Mr. Swartz had been with the McLean County Fair Association. Mr. Swartz stated that he had been the Manager for twelve (12) years.

Mr. Boyle questioned if a Limited, Beer and Wine liquor license had been held before. Mr. Swartz responded negatively.

Mr. Boyle questioned how the license would be used and the alcohol dispensed. Mr. Swartz stated that beer would be served in cans, wine would not be served. Same would be confined to the grandstands. Everyone entering the grandstands over the age of twenty-one (21) would receive an

armband. The beer tent adjoined to the grandstand and was all fenced off. He explained that the customer would purchase a ticket and then take the ticket to the beer distribution area. After purchase, the customer would be allowed to sit in the grandstands.

Commissioner Renner stated he would recommend the item be sent to Council for its review and consideration on the July 10, 2017 Regular Council Meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Agenda for the June 13, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: N/A.

COMMUNITY DEVELOPMENT IMPACT: None.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by:	Renee Gooderham, Chief Deputy Clerk
Reviewed by:	Cherry Lawson, City Clerk
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Creation of New License Findings
- Application
- Aerial Map

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

(1) The class of liquor license applied for;
(2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
(3) The character and nature of the proposed establishment;
(4) The general design, layout and contents of the proposed establishment;
(5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

(6) The probable demand for the proposed liquor establishment in the City;
(7) The financial responsibility of the applicant;
(8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
(9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
(10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
(11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
(12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
(13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
(14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

1. The number of video gaming machines relative to the customer seating capacity of the establishment; and
2. The square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;
(c) The number of employees at the establishment and their proposed function;
(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)

CITY OF Bloomington ILLINOIS

APPLICATION FOR CLASS "L" LIMITED LIQUOR LICENSE

Check Appropriate Category: X LB (beer & wine only) ____ LA (all types)

1. Name of Civic, Service, Charitable, Fraternal or Social Organization, Group or Entity seeking license:

McLEAN COUNTY FAIR ASSOCIATION

2. Names and addresses of 3 to 5 responsible current members, officers or directors of the organization, group or entity:

FRED GRIEDER, PRESIDENT, 8121 US. HWY. 150, CARLOCK, IL. JC ZIMMERMAN, SEC'Y, 38149 E 1400 NORTH RD, SAYBROOK, IL. MICHAEL SWARTZ, MANAGER, 2242 WESTGATE, BLOOMINGTON, I

3. The location where the limited alcoholic liquor license will be utilized: MCLEAN COUNTY FAIRGROUNDS 1106 INTERSTATE DR, BLOOMINGTON

4. Date(s) on which the Limited alcoholic liquor license will be utilized: AUGUST 2-5, 2017

5. Hours during which alcohol will be sold: 5:30 pm - 9:30 pm

6. Is the premises within 100 feet of any church, school, hospital, home for the aged or indigent persons, or for War Veterans, their wives or children? ____Yes X No

7. Description of the activity or event in connection with which the limited alcoholic liquor license will be utilized, specifying the nature of the proposed entertainment, if any:

AUG 2 and 3 - Tractor Pulls 5:30 - 9 pm AUG. 4 - Country Concert 6:30 - 9pm AUG. 5 - DEMO DERBY 6:30 - 9 pm

8. Estimate of number of persons expected to attend: Attendance at grandstand - 4,600

9. Description of the proposed procedures for handling the following:

A. Crowd control: Fencing, barricades, Police (Bloomington PD and County)

B. Identification check: All grandstand attendees will have I.D. checked and armbanded.

10. Has the civic, service, charitable, fraternal or social organization, group or entity applying for this license been in existence continuously for at least one year? X Yes ____No Date Established 1932

11. Is the civic, service, charitable, fraternal or social organization, group or entity applying for this license incorporated under the laws of the State of Illinois? X Yes ____No Date Incorporated 1932

12. Has the civic, service, charitable, fraternal or social organization, group or entity seeking a Limited Alcoholic Liquor License received such a licensee within the past year? ____Yes X No If yes, how many? ____

13. Contact number for the person(s) attending the Liquor Commission: 309-663-6497

13. Submit completed application to City Clerk not less than 60 days prior to the date on which license, if granted, will be utilized.

14. The following shall be provided at the time of application submission:

A. Proof of Dram Shop Insurance Policy showing coverage for the event with the following in the description field: date(s), location, and time(s). The City of Bloomington must be listed as the Certificate Holder.

B. Surety bond in the amount of $2,000 in favor of the City of Bloomington guaranteeing applicants' faithful observance of all of the provisions of the City of Bloomington Liquor Code, State and Federal laws regulating the sale and service of alcohol.

The undersigned, being first duly sworn, affirms that all matters and things set out on this application are true and correct, and that all items enumerated on this application will be complied with.

MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC.

Applicant

Subscribed and sworn to before me this 19th day of May, 2017.

My commission expires: 9/11/2018

Notary Public

FOR OFFICE USE ONLY

Received on: 5-19-17

Liquor Commission date: 6-13-17

City Council date: 7-

OLD REPUBLIC SURETY COMPANY

(800) 217-1792

LICENSE AND PERMIT BOND

Bond Number W150286849

KNOW ALL PERSONS BY THESE PRESENTS, that we McLean County Fair Association, McLean County Ag Expo and McLean County Farm Bureau 2242 Westgate Drive Bloomington, IL 61705, as Principal, and Old Republic Surety Company organized under the laws of the state of Wisconsin, as Surety, are held and firmly bound unto City of Bloomington of Bloomington, IL, as Obligee in the sum of Two Thousand Dollars ($2,000.00), lawful money of the United States, for which payment, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly, by these presents.

WHEREAS, the said Principal has applied to said Obligee for a license to or permit as a Liquor License.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, That if the said Principal shall indemnify said Obligee against all loss which the Obligee may be subject by reason of said Principal's non-compliance caused by said Principal's breach of any ordinance, rule or regulation relating thereto, then the above obligation shall be void, otherwise to be and remain in full force and effect.

This obligation may be canceled by said Surety by giving thirty (30) days of notice in writing of its intentions to do so to said Obligee; and provided further, that nothing herein shall affect any rights or liabilities which shall have accrued under this bond prior to the date of termination; and the said Surety shall be relieved of any further liability under this bond thirty (30) days after receipt of said notice by the said Obligee.

The term of this bond is for a period commencing August 2, 2017 and terminating August 2, 2018 provided, however, this bond may be continued from year to year by continuation certificate executed by said Surety.

Signed, sealed and dated the 12th day of May, 2017.

McLean County Fair Association, McLean County Ag Expo and McLean County Farm Bureau
Principal

By: _____

Old Republic Surety Company
Surety

By: _____
Attorney-in-Fact

OLD REPUBLIC SURETY COMPANY CORPORATE SEAL 1981

OLD REPUBLIC SURETY COMPANY

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That OLD REPUBLIC SURETY COMPANY, a Wisconsin stock insurance corporation, does make, constitute and appoint: Roberta S. Witherow of Brookfield, WI

its true and lawful Attorney(s)-in-Fact, with full power and authority, not exceeding $10,000,000, for and on behalf of the company as surety, to execute and deliver and affix the seal of the company thereto (if a seal is required), bonds, undertakings, recognizances or other written obligations in the nature thereof, ***(other than bail bonds, bank depository bonds, mortgage deficiency bonds, mortgage guaranty bonds, guarantees of installment paper and note guaranty bonds, self-insurance workers compensation bonds guaranteeing payment of benefits, asbestos abatement contract bonds, waste management bonds, hazardous waste remediation bonds or black lung bonds),*** as follows: Effective Date: 8/2/2017 12:00:00 AM

Bond Number: W150286849 Bond Amount: Two Thousand Dollars $ 2,000.00

Principal Name: McLean County Fair Association, McLean County Ag Expo and McLean County Farm Bureau

Obligee Name: City of Bloomington of Bloomington, IL

and to bind OLD REPUBLIC SURETY COMPANY thereby, and all of the acts of said Attorneys-in-Fact, pursuant to these presents, are ratified and confirmed. This appointment is made under and by authority of the board of directors at a special meeting held on February 18, 1982.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolutions adopted by the board of directors of the OLD REPUBLIC SURETY COMPANY on February 18,1982.

RESOLVED that the president, any vice president or assistant vice president, in conjunction with the secretary or any assistant secretary, may appoint attorneys-in-fact or agents with authority as defined or limited in the instrument evidencing the appointment in each case, for and on behalf of the company to execute and deliver and affix the seal of the company to bonds, undertakings, recognizances, and suretyship obligations of all kinds; and said officers may remove any such attorney-in-fact or agent and revoke any Power of Attorney previously granted to such person.

RESOLVED FURTHER that any bond, undertaking, recognizance, or suretyship obligation shall be valid and binding upon the Company

(i) when signed by the president, any vice president or assistant vice president, and attested and sealed (if a seal be required) by any secretary or assistant secretary; or

(ii) when signed by the president, any vice president or assistant vice president, secretary or assistant secretary, and countersigned and sealed (if a seal be required) by a duly authorized attorney-in-fact or agent; or

(iii) when duly executed and sealed (if a seal be required) by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority evidenced by the Power of Attorney issued by the company to such person or persons.

RESOLVED FURTHER that the signature of any authorized officer and the seal of the company may be affixed by facsimile to any Power of Attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the company; and such signature and seal when so used shall have the same force and effect as though manually affixed.

IN WITNESS WHEREOF, OLD REPUBLIC SURETY COMPANY has caused these presents to be signed by its proper officer, and its corporate seal to be affixed this 12th day of May, 2017.

OLD REPUBLIC SURETY COMPANY

Jane E. Cherney
Assistant Secretary

OLD REPUBLIC SURETY COMPANY CORPORATE SEAL 1981

Alan Pavlic
President

STATE OF WISCONSIN, COUNTY OF WAUKESHA - SS

On this 12th day of May, 2017, personally came before me, Alan Pavlic and Jane E. Cherney, to me known to be the individuals and officers of the OLD REPUBLIC SURETY COMPANY who executed the above instrument, and they each acknowledged the execution of the same, and being by me duly sworn, did severally depose and say: that they are the said officers of the corporation aforesaid, and that the seal affixed to the above instrument is the seal of the corporation, and that said corporate seal and their signatures as such officers were duly affixed and subscribed to the said instrument by the authority of the board of directors of said corporation.

KATHRYN R. PEARSON NOTARY PUBLIC STATE OF WISCONSIN

Kathryn R. Pearson
Notary Public

My Commission Expires: 09/28/2018

(Expiration of notary's commission does not invalidate this instrument)

CERTIFICATE

I, the undersigned, assistant secretary of the OLD REPUBLIC SURETY COMPANY, a Wisconsin corporation, CERTIFY that the foregoing and attached Power of Attorney remains in full force and has not been revoked; and furthermore, that the Resolutions of the board of directors set forth in the Power of Attorney, are now in force.

0402385

OLD REPUBLIC SURETY COMPANY CORPORATE SEAL 1981

Signed and sealed at the City of Brookfield, WI this 12th day of May, 2017.

Jane E. Cherney
Assistant Secretary

ORSC 22262 (3-06)

SNYDER & SNYDER AGENCY, INC.

NSI
A DIVISION OF
WEST BEND
A MUTUAL INSURANCE COMPANY™

Special Event Pricing Indication Only

Date: 5/8/2017

To: Jill Welchel
Snyder & Snyder Agency, Inc

From: Carson Affeldt
CAffeldt@WBMI.com
608-410-3430

Subject: Mclean County Fair

****Premium is fully-earned and due at the time of binding****

Event Dates: 8/2/2017-8/6/2017

GL Limits: N/A
LL Limits: $1,000,000/$1,000,000

Medical Payments: EXCLUDED

Athletic Participants: EXCLUDED

Property Damage Deductible: N/A

Additional Insureds: # - N/A

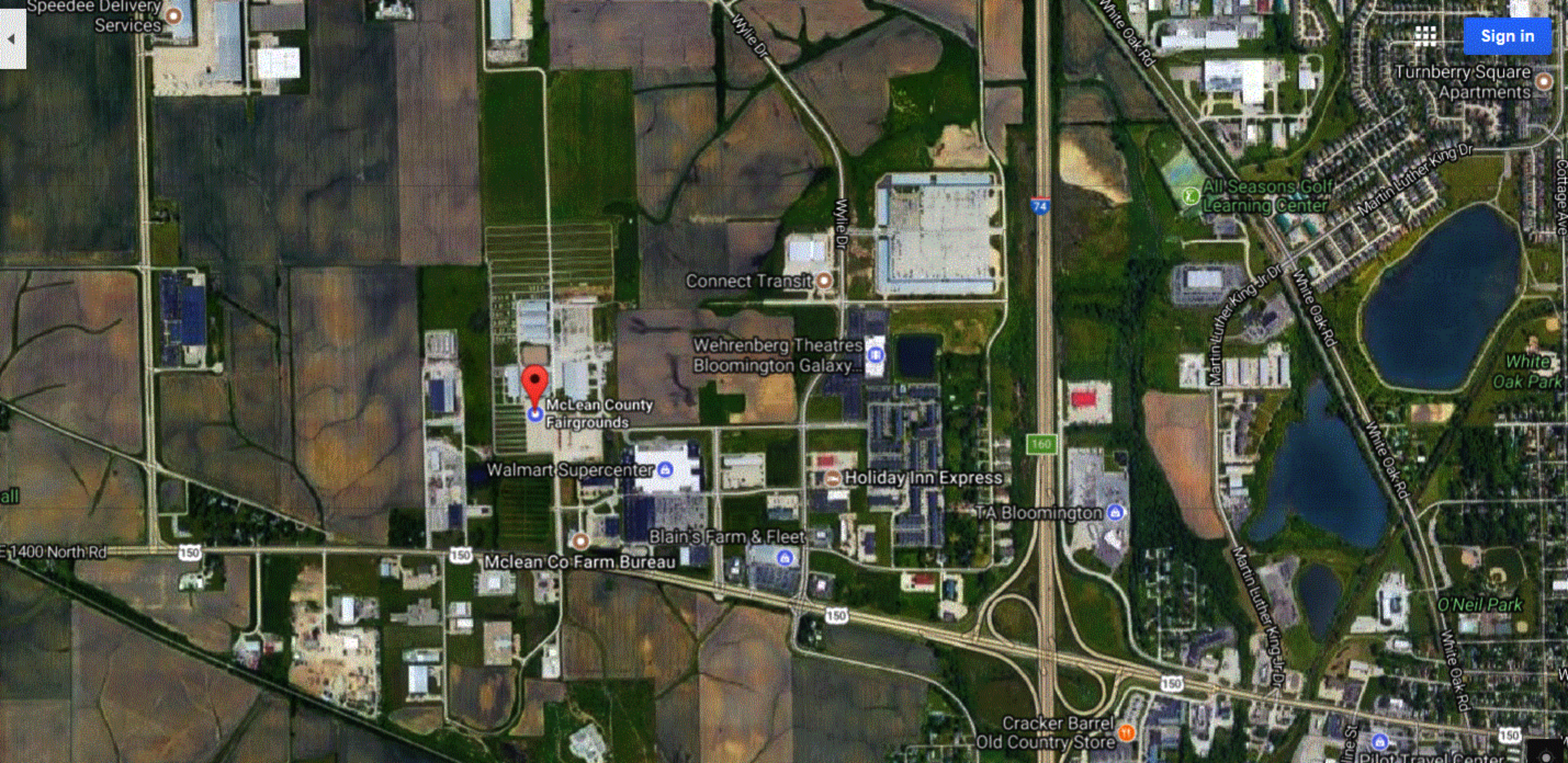
Coverage is limited to – 8/2/2017-8/6/2017/McLean County Fair/1106 Interstate Dr, Bloomington, IL 61705

Premium:
GL: N/A
LL: $618.00

Comments: Coverage cannot be bound at this time since it is more than 60 days prior to the effective date. Once within 60 days, re-submit the application so that we can verify rates and agent of record.

Mandatory Exclusions: Included, but are not limited to the following:
Punitive damages, lead liability, discrimination, asbestos, fireworks, employment-related practices, pollution, liquor liability, trampolines, mechanical and thrill rides, excess provision, contractual liability limitation.

**** Please resubmit within 60 days of the event for a formal quote. Thank you for your interest in NSI's Special Event program. ****


Speedee Delivery Services
Wylie Dr
White Oak Rd
Sign in
Turnberry Square Apartments
All Seasons Golf Learning Center
Martin Luther King Dr
Cottage Ave
Connect Transit
Wehrenberg Theatres Bloomington Galaxy...
McLean County Fairgrounds
Walmart Supercenter
Holiday Inn Express
TA Bloomington
Blain's Farm & Fleet
Mclean Co Farm Bureau
1400 North Rd
White Oak Park
O'Neil Park
Cracker Barrel Old Country Store
74
150
160

CONSENT AGENDA ITEM NO. 7H

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of the application of CCW, LLC d/b/a HuHot Mongolian Grill located at 2103 N. Veterans Pkwy., Ste. 324 requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week.

RECOMMENDATION/MOTION: That the application of CCW, LLC d/b/a HuHot Mongolian Grill located at 2103 N. Veterans Pkwy., Ste. 324 requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on June 13, 2017 on the application submitted by CCW, LLC d/b/a HuHot Mongolian Grill located at 2103 N. Veterans Pkwy., Ste. 324 requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week.

Present were: Commissioner Tari Renner. Staff: George Boyle, Asst. Corporation Counsel, Asst. Police Chief Greg Scott, and Renee Gooderham, Chief Deputy Clerk.

Commissioners Absent: Lindsey Powell and Jack Bataoel.

Leila Kietzman, HuHot Mongolian Grill District Manager, addressed the Commission.

Mr. Boyle questioned the number of restaurants. Ms. Kietzman stated their franchise group currently had twenty-six (26) restaurants. Mr. Boyle questioned liquor sales at same. Ms. Kietzman replied affirmatively.

Commissioner Renner questioned BASSETT (Beverage Alcohol Sellers and Servers Education) training certifications. Ms. Kietzman stated that staff would be trained.

Mr. Boyle questioned how long Ms. Kietzman had been a District Manager. Ms. Kietzman replied that she had been a District Manager a little over three (3) months; as a general manager in Rapid City, SD for 3.5 years. Mr. Boyle questioned compliance issues. She stated that there had never been any problems with compliance.

Commissioner Renner stated he would recommend the item be sent to Council for its review and consideration on the July 10, 2017 Regular Council Meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Public notice was published in the Pantagraph on June 5, 2017 in accordance with City Code. In accordance with City Code, approximately twenty (20) courtesy copies of the Public Notice were mailed on June 6, 2017. In addition, the Agenda for the June 13, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: This is a new liquor license. The current annual license fee is $1,200. The revenue is recorded under Non-Departmental-Liquor License account (10010010-51010). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "General Fund Proposed Budget" on page 110.

COMMUNITY DEVELOPMENT IMPACT: No concerns.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by:	Renee Gooderham, Chief Deputy Clerk
Reviewed by:	Cherry Lawson, City Clerk
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Creation of New License Findings
- Questionnaire and Application
- Aerial Map

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

(1) The class of liquor license applied for;
(2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
(3) The character and nature of the proposed establishment;
(4) The general design, layout and contents of the proposed establishment;
(5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

(6) The probable demand for the proposed liquor establishment in the City;
(7) The financial responsibility of the applicant;
(8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
(9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
(10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
(11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
(12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
(13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
(14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

1. The number of video gaming machines relative to the customer seating capacity of the establishment; and
2. The square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;
(c) The number of employees at the establishment and their proposed function;
(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)

LIQUOR LICENSE QUESTIONNAIRE

TO THE APPLICANT:

On August 28, 1972, the Bloomington City Council enacted Ordinance No. 1972-57 revising standards for issuance of liquor licenses. The Ordinance, in addition to providing for an increase in the number of licenses, reflected a change in public attitude toward liquor licenses. Rather than lucrative privileges to be bought or sold, they are viewed as potential tools for community development, which can be an asset to the community. Consequently, licenses will be approved, not as a matter of right, but only where a need can be shown to exist and where the issuance of a license for a particular kind of establishment is supportive of and consistent with sound community planning. The following questions and the answers thereto can be of significant value in allowing the Liquor Commission to make an intelligent assessment of your application. Your cooperation in completing it as fully and in as much detail as possible is appreciated.

The questions in the Questionnaire apply equally to yourself and any partner, or any officer or director of a corporation. If more space is needed to answer any question completely, use additional paper.

1. **LEGAL REQUIREMENTS:**

(a)	Have you attained the age of 21 years?	Yes
(b)	Have you been a resident of the City of Bloomington for one year?	No
(c)	Are you a citizen of the United States?	Yes
(d)	Are you a person of good character and reputation?	Yes
(e)	Have you ever been convicted of a felony under the laws of the United States or any state?	No
(f)	Have you ever been convicted of being the keeper, or are you now the keeper of a house of prostitution?	No
(g)	Have you ever been convicted of pandering or any other crime opposed to decency and morality?	No
(h)	Have you ever had a Bloomington liquor license revoked for any cause?	No
(i)	(If applicant is a corporation). Is a holder of over 5% of corporate stock ineligible to hold a liquor license for any reason other than citizenship or residence?	No
(j)	Is the Manager of the establishment ineligible to hold a liquor license for any reason other than citizenship or residence?	No

(k) Have you ever been convicted of a violation of any federal or state law concerning the manufacture, possession or sale of alcoholic liquor? No

(l) Do you own or have a valid lease to the premises for which the license is sought? Yes

(m) Are you eligible for a state retail liquor dealer's license? N/A

(n) Is the establishment located within 100' of any church, school, hospital, home for aged or indigent persons or war veterans, their wives or children? No

2. **NATURE OF LICENSE:**

(a) What class liquor licenses are you seeking? RBS

(b) What type of establishment do you intend to operate with this license? (e.g. lounge, tavern, restaurant, wine & cheese shop). Restaurant

(c) State the significance of a liquor license to your establishment, present or future. 2% of Sales

(d) How will a liquor license of the kind requested benefit the City of Bloomington and its residents? Providing a new, interesting, stir-fry create your own, restaurant concept.

(e) Upon what facts do you base your answers to the previous question? 30 years restaurant business

(f) Do you intend to furnish live entertainment in the establishment to be licensed? No

(g) If you answer "YES" to the previous question, state the nature of such entertainment.

(h) Will most of the establishment's gross revenue come from sources other than sale of alcohol? Yes

(i) If you answered "YES" to the previous question, from what sources will such revenue be derived? Food Service

(j) Do you intend to obtain and use a dance license? NO

(k) If establishment is not in operation, attach a drawing showing:
(1) General design of establishment;
(2) Where alcohol is to be distributed and/or served.

3. **IMPACT OF ESTABLISHMENT:**

(a) State the location of the establishment. IL

(b) What hours will the establishment be open? S-Thrs 11-9 F-Sat 11-10

(c) What type or types of building(s) adjoin the establishment? Strip Center

(d) If any adjoining buildings are office or commercial, approximately what hours are they open for business? 9am - 9 pm

(e) If adjoining buildings are predominately residential, are they single or multi-family and what other business establishments are in the area? N/A

(f) Describe streets immediately adjoining the establishment (e.g. Approximate width, one or two-way, parking restrictions, etc.) Veteran's Memorial Highway

(g) How much additional traffic do you expect the establishment with a liquor license to generate? minimal if any

(h) Describe on and off street parking facilities to handle traffic anticipated. Located in shopping mall with a large parking lot

(i) How many establishments with liquor licenses are located within the immediate area of your establishment? 0

(j) What do you estimate to be the demand for your establishment in the area in which it is or will be located? Strong

(k) Upon what facts do you base your answer to the previous question? 30 years in the business

4. **RESPONSIBILITY:**

(a) If establishment is presently in operation, attach a financial statement of the establishment's last fiscal year.

(b) If establishment is not presently in operation, attach a statement showing your assets and liabilities (or if a corporation, the assets and liabilities of the corporation).

(c) Do you now or have you ever had a Bloomington liquor licenses? No

(d) If you answer to the previous question is "YES", how many times have you been found guilty by the Bloomington Liquor Commission of violating Bloomington's liquor ordinance? _____

DATED this 26th day of May, 2017.

SIGNED: /

(Name)

(Address)

(City) (State)

(Name)

(Address)

(City) (State)

(Name)

(Address)

(City) (State)

LICENSE APPLICATION
For the Sale of Alcoholic Beverages

TO THE LOCAL LIQUOR CONTROL COMMISSIONER OF THE CITY OF BLOOMINGTON, McLEAN COUNTY. ILLINOIS:

1. Application is herein made a CLASS RBS LICENSE to sell Malt Vinous Beverages, pursuant to Chapter 6 of the Bloomington City Code 1960.

2. The undersigned applicant is ____ an individual; ____ a partnership; X a corporation; (Check one)

A. If an individual: Name _____ Age _____

Address _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

B. If a partnership: Following are the names of all partners who are entitled to share in any profit of the business:

Name: _____ Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

Name: _____ Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

C. If a corporation, state whether same is organized for profit X or nonprofit ____, under laws of the State of Delaware

Date of incorporation January 10, 2002

Objects of incorporation according to Charter of corporation. (Attach additional information by separate sheet if necessary)

Following are the names and addresses of all officers and directors of the said corporation and if the majority of stock is owned by one person, his name and address:

Name: Brendan Crowley Title or position: Co-President

Address: _____ City/State/Zip

Name: Louis Wilson Jr. Title or position: Co-President

Address: _____ City/State/Zip

Name: David Enholm Title or position: CFO

Address: _____ City/State/Zip _____

Name: Louis Wilson Jr. Title or position: Co-President
Address: _____ City/State/Zip _____

3. This application is for renewal of license now held ____ or an original application X (Check one)

4. Location and description of the premises or place of business to be operated under this license
2103 North Veterans Pkwy, Suite 324, Bloomington IL - is a strip mall
A. Trade Name HuHot Mongolian Grill

5. Is this location within 100 feet of any church, school, hospital, home of aged, or indigent persons, or for War Veterans, their wives, or children? Yes_____ No X

6. Does the place of business have access to any other portion of the same building or structure which is used for dwelling or lodging purposes, and which is permitted to be used or kept accessible for use by the public? Yes_____ No X

7. Is it proposed to sell food in this place of business? Yes X No_____

8. Is applicant or any partner, officer, director, or majority stockholder engaged in the business of manufacturing or bottling malt vinous beverages or is the agent or any such person or corporation, or is a jobber of malt or vinous beverages? Yes ____ No X

9. Has applicant, or any partner, officer, director, or majority stockholder ever been convicted of a felony, or of the violation of any law relating to the prohibition of the sale of intoxicating liquors, or any other crime or misdemeanor, (other than minor traffic violations)? Yes ____ No X If yes, fully explain.

10. Has any other license issued to individual applicant, or to any partner, officer, director, or majority stockholder, issued for sale of alcoholic beverages, ever been revoked? Yes ____ No X If yes, give further details.

11. Has a similar application ever been refused for cause that has been made by any of the foregoing persons? Yes ____ No X

12. Is the applicant herein, the owner of the premises for which this license is sought? Yes ____ No X

13. If no, the name of the building owner: Name U.S. Reif Parkway FEE, LLC
Address c/o Fairbourne Properties, LLC 1 East Wacker Drive, Suite 2906 Chicago, IL 60601
Term of written lease, from (date)_____ to _____
(Copy of Lease attached)

14. Do you know of any reason whether stated in the above questions or not, that this application does not comply with the laws of the State of Illinois, or the Bloomington City Code 1960 in connection with the proposed sale of alcoholic beverages?
Yes_____ No X

Applicants and each of them jointly and severally, including all partners, officers, directors, or majority stockholders, hereinafter named and whose signatures are affixed to this application, agree and acknowledge that they and each of them fully understand that any license issued hereunder may be revoked in accordance with the Ordinance of this City.

Dated this 26th day of May, 2017.

A. (Individual) _____
Individual's signature

B. (Partnership) _____
Business Name
(All Partners of applicant)

C. (Corporation) CCW, LLC
(Corporate Name) (President of Corporation)

Attest: _____
(Secretary)

And the following officers, directors, or majority stockholder:

Brendan Crowley, Co-President — Louis Wilson Jr., Co-President
David Enholm, CEO

STATE OF ILLINOIS.)
) SS
COUNTY OF McLEAN)

being first duly sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and Sworn to before me this 24 day of May, 2017.

Catherine F. Knievel
(Notary Public)

GENERAL NOTARY-State of Nebraska
CATHERINE F. KNIEVEL
My Comm. Exp. Oct. 20, 2020

My commission expires on 20 Oct, 2020.

LICENSE APPLICATION
FOR SUNDAY SALE OF ALCOHOLIC BEVERAGES

TO: The Liquor Control Commissioner of the City of Bloomington, McLean County, Illinois

NAME OF APPLICANT CCW, LLC
Hereinafter referred to as the "Applicant" represents to the Bloomington Liquor Commission the following:

1. A CLASS RB LIQUOR LICENSE is currently held by or is being applied for by the Applicant and it authorizes or will authorize the liquor sales on Monday-Saturday.

2. The Applicant herein requests a CLASS S LICENSE to authorize the operation of the Applicant's liquor establishment on Sundays in the same manner as is or will be authorized by and during the valid period of the license referred to in Paragraph 1 hereof.

3. The Applicant and each and every partner, officer, director, majority stockholder or agent thereof, agree and acknowledge the following:

   (a) Any license issued hereunder may be revoked in accordance with the Ordinances of the City of Bloomington;

   (b) All persons who are employed by or who have an ownership interest in the Applicant will testify under oath to all competent, relevant, and material questions propounded to any of them in any hearing conducted by the local Liquor Commissioner;

   (c) Failure of any person to testify according to the provisions of subsection (b) above shall be sufficient reason for suspension or revocation of any license which may be issued pursuant to this Application; and

   (d) The Applicant will furnish, upon request from the Liquor Commissioner, any books and/or records of its business operations which are relevant to the question of whether such Applicant qualifies or has qualified at any time for the basic license or for the license which may be issued pursuant to this Application.

Dated this _____ day of _____, 20___.

A. (Individual) _____
(Name)

B. (Partnership) _____
(Business Name)

All partners of applicant: _____

CCW, LLC

C. (Corporation)

(Corporate Name)

By:

(Name of Officer: President)

Attest:

Secretary

And the following officers, directors, or majority stockholders:

Brendan Crowley

David Enholm

Louis Wilson Jr.

STATE OF ILLINOIS,)
) ss.
County of McLean,)

being first sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code 1960; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and sworn to before me this 24 day of May, 2017

GENERAL NOTARY-State of Nebraska
CATHERINE F. KNIEVEL
My Comm. Exp. Oct. 20, 2020

Catherine F Knievel
Notary Public

Petco Animal Supplies
E College Ave
E College Ave
E College Ave
E College Ave
E College Ave
Sign in
Playmates Presc
Chick-fil-A
Taco Bell
Mall Dr
Plaza Dr
Red Robin Gourmet Burgers
Baxter Dr
Jewel-Osco
HuHut Mongolian Grill
Susan Dr
OSF Medical Group: College Avenue
T.J. Maxx
Chili's Grill & Bar
Monical's Pizza
LA Fitness
Fiesta Ranchera
Von Maur
Redbox
Best Buy
Jumer Dr
Jumer Dr
Jumer Dr
Jumer Dr
Trehack Cir
Shoppes At College Hills
Spring Ridge Dr
Chateau

CONSENT AGENDA ITEM NO. 7I

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of the application of the Lil Beaver Brewer, LLC, d/b/a Lil Beaver Brewer, located at 16 Currency Dr., Unit B, requesting a TBPS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises and the sale of packaged beer and wine for consumption off the premises seven (7) days a week.

RECOMMENDATION/MOTION: That the application of the Lil Beaver Brewer, LLC, d/b/a Lil Beaver Brewer, located at 16 Currency Dr., Unit B, requesting a TBPS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises and the sale of packaged beer and wine for consumption off the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on June 13, 2017 on the application submitted by Lil Beaver Brewer, LLC, d/b/a Lil Beaver Brewer, located at 16 Currency Dr., Unit B, requesting an TBPS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises and the sale of beer and wine alcohol for consumption off the premises seven (7) days a week.

Present were: Commissioner Tari Renner. Staff: George Boyle, Asst. Corporation Counsel, Asst. Police Chief Greg Scott, and Renee Gooderham, Chief Deputy Clerk.

Commissioners Absent: Lindsey Powell and Jack Bataoel.

Chad Bevers, owner/operator, addressed the Commission.

Commissioner Renner questioned if Mr. Bevers had held a liquor license in the past. Mr. Bevers responded he had not.

Commissioner Renner questioned BASSETT (Beverage Alcohol Sellers and Servers Education) training certifications. Mr. Bevers responded not at this time, but he would complete same.

Mr. Boyle questioned the business plan. Mr. Bevers stated that the brewery was referred to as a nano brewery. He explained that the brewery would produce small amounts of alcohol on site.

Commissioner Renner stated he would recommend the item be sent to Council for its review and consideration on the July 10, 2017 Regular Council Meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Public notice was published in the Pantagraph on June 5, 2017 in accordance with City Code. In accordance with City Code, approximately fifty-seven (57) courtesy copies of the Public Notice were mailed on June 6, 2017. In addition, the Agenda for the June 13, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: This is a new liquor license. The current annual license fee is $1,400. The revenue is recorded under Non-Departmental-Liquor License account (10010010-51010). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "General Fund Proposed Budget" on page 110.

COMMUNITY DEVELOPMENT IMPACT: None.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by:	Renee Gooderham, Chief Deputy Clerk
Reviewed by:	Cherry Lawson, City Clerk
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Creation of New License Findings
- Questionnaire and Application
- Aerial Map

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

(1) The class of liquor license applied for;
(2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
(3) The character and nature of the proposed establishment;
(4) The general design, layout and contents of the proposed establishment;
(5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

(6) The probable demand for the proposed liquor establishment in the City;
(7) The financial responsibility of the applicant;
(8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
(9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
(10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
(11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
(12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
(13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
(14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

1. The number of video gaming machines relative to the customer seating capacity of the establishment; and
2. The square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;
(c) The number of employees at the establishment and their proposed function;
(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)

LIQUOR LICENSE QUESTIONNAIRE

TO THE APPLICANT:

On August 28, 1972, the Bloomington City Council enacted Ordinance No. 1972-57 revising standards for issuance of liquor licenses. The Ordinance, in addition to providing for an increase in the number of licenses, reflected a change in public attitude toward liquor licenses. Rather than lucrative privileges to be bought or sold, they are viewed as potential tools for community development, which can be an asset to the community. Consequently, licenses will be approved, not as a matter of right, but only where a need can be shown to exist and where the issuance of a license for a particular kind of establishment is supportive of and consistent with sound community planning. The following questions and the answers thereto can be of significant value in allowing the Liquor Commission to make an intelligent assessment of your application. Your cooperation in completing it as fully and in as much detail as possible is appreciated.

The questions in the Questionnaire apply equally to yourself and any partner, or any officer or director of a corporation. If more space is needed to answer any question completely, use additional paper.

1. **LEGAL REQUIREMENTS:**

(a)	Have you attained the age of 21 years?	Y
(b)	Have you been a resident of the City of Bloomington for one year?	Y
(c)	Are you a citizen of the United States?	Y
(d)	Are you a person of good character and reputation?	Y
(e)	Have you ever been convicted of a felony under the laws of the United States or any state?	N
(f)	Have you ever been convicted of being the keeper, or are you now the keeper of a house of prostitution?	N
(g)	Have you ever been convicted of pandering or any other crime opposed to decency and morality?	N
(h)	Have you ever had a Bloomington liquor license revoked for any cause?	N
(i)	(If applicant is a corporation). Is a holder of over 5% of corporate stock ineligible to hold a liquor license for any reason other than citizenship or residence?	N
(j)	Is the Manager of the establishment ineligible to hold a liquor license for any reason other than citizenship or residence?	N

(k) Have you ever been convicted of a violation of any federal or state law concerning the manufacture, possession or sale of alcoholic liquor? N

(l) Do you own or have a valid lease to the premises for which the license is sought? Y

(m) Are you eligible for a state retail liquor dealer's license? Y

(n) Is the establishment located within 100' of any church, school, hospital, home for aged or indigent persons or war veterans, their wives or children? N

2. **NATURE OF LICENSE:**

(a) What class liquor licenses are you seeking? TB, PS

(b) What type of establishment do you intend to operate with this license? (e.g. lounge, tavern, restaurant, wine & cheese shop). Brewery with a taproom

(c) State the significance of a liquor license to your establishment, present or future. A liquor license will be required for us to sell our product to customers. Without the liquor license we will not be able to open and grow in Bloomington

(d) How will a liquor license of the kind requested benefit the City of Bloomington and its residents? The City of Bloomington stands to make revenue from the sales of our product, and Lil Beaver Brewery will be the only brewery in BLM The residents get to enjoy our product and contribute to local small business.

(e) Upon what facts do you base your answers to the previous question? The market demand for our product is exceeding expectations and we have supporters, both locally and nationally, who want our beer.

(f) Do you intend to furnish live entertainment in the establishment to be licensed? N

(g) If you answer "YES" to the previous question, state the nature of such entertainment.

(h) Will most of the establishment's gross revenue come from sources other than sale of alcohol? N

(i) If you answered "YES" to the previous question, from what sources will such revenue be derived? _____

(j) Do you intend to obtain and use a dance license? N

(k) If establishment is not in operation, attach a drawing showing:
(1) General design of establishment;
(2) Where alcohol is to be distributed and/or served.
* see drawing A101

3. **IMPACT OF ESTABLISHMENT:**

(a) State the location of the establishment. 16 Currency Drive, Unit B, Bloomington, IL 61704

(b) What hours will the establishment be open? 5 pm - 10 pm Thurs/Fri/Sat. Noon-6 Sunday

(c) What type or types of building(s) adjoin the establishment? Let's Party Rentals (commercial building shared by Let's Party and Lil Beaver Brewery)

(d) If any adjoining buildings are office or commercial, approximately what hours are they open for business? 8:00 am -4:30 pm

(e) If adjoining buildings are predominately residential, are they single or multi-family and what other business establishments are in the area? n/a

(f) Describe streets immediately adjoining the establishment (e.g. Approximate width, one or two-way, parking restrictions, etc.) The building is located on a cul-de-sac. It is two lanes wide with one lane for each direction of traffic.

(g) How much additional traffic do you expect the establishment with a liquor license to generate? minimal

(h) Describe on and off street parking facilities to handle traffic anticipated. We have 11 parking spaces, with street parking available and other parking options

(i) How many establishments with liquor licenses are located within the immediate area of your establishment? none

(j) What do you estimate to be the demand for your establishment in the area in which it is or will be located? Medium demand

(k) Upon what facts do you base your answer to the previous question? Local customers will visit the facility, and increase demand to that area a little but there is a Golds Gym and businesses nearby that attract demand to the area.

4. **RESPONSIBILITY:**

(a) If establishment is presently in operation, attach a financial statement of the establishment's last fiscal year. n/a

(b) If establishment is not presently in operation, attach a statement showing your assets and liabilities (or if a corporation, the assets and liabilities of the corporation).

(c) Do you now or have you ever had a Bloomington liquor licenses? N

(d) If you answer to the previous question is "YES", how many times have you been found guilty by the Bloomington Liquor Commission of violating Bloomington's liquor ordinance? n/a

DATED this 30 day of May, 20 17.

SIGNED:

(Name)

(Address)

(City) (State)

(Name)

(Address)

(City) (State)

(Name)

(Address)

(City) (State)

LICENSE APPLICATION
For the Sale of Alcoholic Beverages

TO THE LOCAL LIQUOR CONTROL COMMISSIONER OF THE CITY OF BLOOMINGTON, McLEAN COUNTY. ILLINOIS:

1. Application is herein made a CLASS TB/PS LICENSE to sell Malt Vinous Beverages, pursuant to Chapter 6 of the Bloomington City Code 1960.

2. The undersigned applicant is ____ an individual; __X__ a partnership; ____ a corporation; (Check one) LLC

A. If an individual: Name _____ Age _____

Address _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

B. If a partnership: Following are the names of all partners who are entitled to share in any profit of the business:

Name: Chad Bevers Address: 302 N. Delane, Heyworth, IL 61745

Legal resident of City of Bloomington for more than One (1) year? Yes __x__ No ____

Name: Dale Thomas Address: 1503 Bear Creek Drive, Bloomington, IL 61704

Legal resident of City of Bloomington for more than One (1) year? Yes __x__ No ____

C. If a corporation, state whether same is organized for profit ____ or nonprofit ____, under laws of the State of _____

Date of incorporation _____

Objects of incorporation according to Charter of corporation. (Attach additional information by separate sheet if necessary)

_____

Following are the names and addresses of all officers and directors of the said corporation and if the majority of stock is owned by one person, his name and address:

Name: Chad Bevers Title or position: Managing Member

Address: _____ City/State/Zip _____

Name: Dale Thomas Title or position: Managing Member

Address: _____ City/State/Zip _____

Name: _____ Title or position: _____

Address: _____ City/State/Zip _____

Name: _____ Title or position: _____
Address: _____ City/State/Zip _____

3. This application is for renewal of license now held ____ or an original application _X_ (Check one)

4. Location and description of the premises or place of business to be operated under this license
16 Currency Drive, Bloomington, IL. Commercial building on a cul-de-sac by Golds Gym

A. Trade Name Lil Beaver Brewery

5. Is this location within 100 feet of any church, school, hospital, home of aged, or indigent persons, or for War Veterans, their wives, or children? Yes_____ No_X_____

6. Does the place of business have access to any other portion of the same building or structure which is used for dwelling or lodging purposes, and which is permitted to be used or kept accessible for use by the public? Yes_____ No_X_____

7. Is it proposed to sell food in this place of business? Yes_____ No_X_____

8. Is applicant or any partner, officer, director, or majority stockholder engaged in the business of manufacturing or bottling malt vinous beverages or is the agent or any such person or corporation, or is a jobber of malt or vinous beverages? Yes ____ No _X_

9. Has applicant, or any partner, officer, director, or majority stockholder ever been convicted of a felony, or of the violation of any law relating to the prohibition of the sale of intoxicating liquors, or any other crime or misdemeanor, (other than minor traffic violations)? Yes ____ No _X_ If yes, fully explain.

10. Has any other license issued to individual applicant, or to any partner, officer, director, or majority stockholder, issued for sale of alcoholic beverages, ever been revoked? Yes ____ No _X_ If yes, give further details.

11. Has a similar application ever been refused for cause that has been made by any of the foregoing persons? Yes ____ No X

12. Is the applicant herein, the owner of the premises for which this license is sought? Yes ____ No _X_

13. If no, the name of the building owner: Name Redbird Property Management
Address 200 N Linden St, Normal, IL 61761
Term of written lease, from (date)_____ to _____
(Copy of Lease attached) 7/1/2017 through 6/30/2019

14. Do you know of any reason whether stated in the above questions or not, that this application does not comply with the laws of the State of Illinois, or the Bloomington City Code 1960 in connection with the proposed sale of alcoholic beverages?
Yes_____ No_X_

Applicants and each of them jointly and severally, including all partners, officers, directors, or majority stockholders, hereinafter named and whose signatures are affixed to this application, agree and acknowledge that they and each of them fully understand that any license issued hereunder may be revoked in accordance with the Ordinance of this City.

Dated this 30 day of May, 2017.

A. (Individual) _____
Individual's signature

B. (Partnership) Lil Beaver Brewery, LLC
Business Name

(All Partners of applicant)

C. (Corporation) _____ _____
(Corporate Name) (President of Corporation)

Attest: _____
(Secretary)

And the following officers, directors, or majority stockholder:

_____ _____

_____ _____

STATE OF ILLINOIS.)
) SS
COUNTY OF McLEAN)

_____ _____

_____ _____

being first duly sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and Sworn to before me this 26th day of May, 2017.

_____
(Notary Public)

"OFFICIAL SEAL"
TARA D. BOYD
Notary Public, State of Illinois
Commission Expires 08-02-2018

My commission expires on 8/2, 2018.

LICENSE APPLICATION
FOR SUNDAY SALE OF ALCOHOLIC BEVERAGES

TO: The Liquor Control Commissioner of the City of Bloomington, McLean County, Illinois

NAME OF APPLICANT Lil Beaver Brewery, LLC
Hereinafter referred to as the "Applicant" represents to the Bloomington Liquor Commission the following:

1. A CLASS TB/PS LIQUOR LICENSE is currently held by or is being applied for by the Applicant and it authorizes or will authorize the liquor sales on Monday-Saturday.

2. The Applicant herein requests a CLASS S LICENSE to authorize the operation of the Applicant's liquor establishment on Sundays in the same manner as is or will be authorized by and during the valid period of the license referred to in Paragraph 1 hereof.

3. The Applicant and each and every partner, officer, director, majority stockholder or agent thereof, agree and acknowledge the following:

   (a) Any license issued hereunder may be revoked in accordance with the Ordinances of the City of Bloomington;

   (b) All persons who are employed by or who have an ownership interest in the Applicant will testify under oath to all competent, relevant, and material questions propounded to any of them in any hearing conducted by the local Liquor Commissioner;

   (c) Failure of any person to testify according to the provisions of subsection (b) above shall be sufficient reason for suspension or revocation of any license which may be issued pursuant to this Application; and

   (d) The Applicant will furnish, upon request from the Liquor Commissioner, any books and/or records of its business operations which are relevant to the question of whether such Applicant qualifies or has qualified at any time for the basic license or for the license which may be issued pursuant to this Application.

Dated this 30 day of May, 2017.

A. (Individual) _____
(Name)

B. (Partnership) Lil Beaver Brewery, LLC
(Business Name)

All partners of applicant:

C. (Corporation)

(

(Corporate Name)

By: _____
(Name of Officer: President)

Attest:

_____
Secretary

And the following officers, directors, or majority stockholders:

_____ _____

_____ _____

_____ _____

STATE OF ILLINOIS,)
) ss.
County of McLean,)

_____, _____,

_____, _____,

_____, _____,

being first sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code 1960; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and sworn to before me this 30th day of May, 2017

"OFFICIAL SEAL"
TARA D. BOYD
Notary Public, State of Illinois
Commission Expires 08-02-2018

Notary Public

Gerber Collision & Glass
Extended Stay America - Bloomington - Normal
Burger King
Mickey's Kitchen
J.D. Byrider
Midwest Food
Sign in
S Veterans Pkwy
66
Bunn St
Longhorn Smokehouse
Steak 'n Shake
Commerce Pkwy
Sam Leman Chrysler Jeep Dodge Ram Bloomington
Currency Dr
Famous Dave's Bar-B-Que
Gold's Gym
NAPA Auto Parts - Motor Parts &...
O'Reilly Auto Parts
Finance Dr
The Lincoln Springs Center
Chocolatier
Lil Beaver Brewery
Sam Leman Mazda
Trilakes Rd
Mc Donald's Corporate Office
BMW of Bloomington
11th St
10th St
12th St
13th St
Avenue A
Bradford Supply Company
IBM

CONSENT AGENDA ITEM NO. 7J

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of the application of Aix Indigo, LLC d/b/a Giordano's Famous Stuffed Pizza located at 1505 N. Veterans Pkwy., Ste. A requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week.

RECOMMENDATION/MOTION: That the application of Aix Indigo, LLC d/b/a Giordano's Famous Stuffed Pizza located at 1505 N. Veterans Pkwy., Ste. A requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week be approved contingent upon compliance with all health and safety codes.

STRATEGIC PLAN LINK: Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 5.d. Appropriate leisure and recreational opportunities responding to the needs of residents.

BACKGROUND: Bloomington Liquor Commissioner Tari Renner called a public hearing on June 13, 2017 on the application submitted by Aix Indigo, LLC d/b/a Giordano's Famous Stuffed Pizza located at 1505 N. Veterans Pkwy., Ste. A requesting an RBS liquor license which would allow the sale of beer and wine only by the glass for consumption on the premises seven (7) days a week.

Present were: Commissioner Tari Renner. Staff: George Boyle, Asst. Corporation Counsel, Asst. Police Chief Greg Scott, and Renee Gooderham, Chief Deputy Clerk.

Commissioners Absent: Lindsey Powell and Jack Bataoel.

Aaron Uftring, Franchisee/owner addressed the Commission.

Commissioner Renner questioned Mr. Uftring's position with Giordano's. Mr. Uftring replied that he was the owner of the restaurant.

Commissioner Renner questioned any violations with previous liquor licenses in the past. Mr. Uftring responded negatively. He noted that the restaurant would be his first franchise location, he had worked for the company for eight (8) years.

Mr. Boyle questioned if he was aware of any problems with Giordano's as far as liquor issues and compliance issues. Mr. Uftring responded in the negative.

Commissioner Renner stated he would recommend the item be sent to Council for its review and consideration on the July 10, 2017 Regular Council Meeting agenda.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Public notice was published in the Pantagraph on June 5, 2017 in accordance with City Code. In accordance with City Code, approximately thirty-two (32) courtesy copies of the Public Notice were mailed on June 6, 2017. In addition, the Agenda for the June 13, 2017 Meeting of the Liquor Commission was placed on the City's web site. There also is a list serve feature for the Liquor Commission.

FINANCIAL IMPACT: This is a new liquor license. The current annual license fee is $1,200. The revenue is recorded under Non-Departmental-Liquor License account (10010010-51010). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "General Fund Proposed Budget" on page 110.

COMMUNITY DEVELOPMENT IMPACT: None.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: None.

Respectfully submitted for Council consideration.

Prepared by:	Renee Gooderham, Chief Deputy Clerk
Reviewed by:	Cherry Lawson, City Clerk
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Creation of New License Findings
- Questionnaire and Application
- Aerial Map

Chapter 6: Section 4B: Creation of New License – Findings

(a) Standard for Creation. The City Council shall not create a new liquor license unless it has previously found that the creation of such license is necessary for the public convenience of residents of Bloomington and is in the best interest of the City of Bloomington. (Ordinance No. 1981-18)

(b) Factual Criteria. In deciding whether creation of a new license is necessary, the City Council shall consider:

(1) The class of liquor license applied for;
(2) Whether most of the establishment's anticipated gross revenue will be from sale of alcohol or other resources;
(3) The character and nature of the proposed establishment;
(4) The general design, layout and contents of the proposed establishment;
(5) The location of the proposed establishment and the probable impact of a liquor establishment at that location upon the surrounding neighborhood or the City as a whole giving particular consideration to; (Ordinance No. 2004-2)

(a) the type of license(s) requested in the application;

(b) the nature of the proposed establishment; (Ordinance No. 2004-2)

(c) the location of the building of the proposed establishment in relation to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station with particular emphasis on its entrances/exits, windows and parking facilities; (Ordinance No. 2004-2)

(d) the hours of operation of the proposed establishment; (Ordinance No. 2004-2)

(e) the effect of live entertainment and/or amplified music in the proposed establishment upon persons in the surrounding area, particularly with respect to any dwelling, church, school, hospital, home for the aged, indigent or veteran's and their wives, or any military or naval station; (Ordinance No. 2004-2)

(f) signs and lights which are visible from the exterior of the proposed establishment;

(g) whether a Sunday license is being requested for the proposed establishment;

(h) the extent to which other businesses are licensed to sell alcoholic beverages at retail in the area under consideration;

(i) whether and what types of alcohol the applicant proposes to sell in single serving sizes for consumption off of the premises. (Ordinance No. 2004-2)

(6) The probable demand for the proposed liquor establishment in the City;
(7) The financial responsibility of the applicant;
(8) Whether the applicant, or (if the applicant is a partnership or corporation) whether any partner, officer or director of the applicant has ever held a liquor license and his or her performance as a licensee; (Ordinance No. 1977-69)
(9) Whether the applicant intends to furnish live entertainment in the establishment, and if so, the nature of such entertainment;
(10) Whether the applicant intends to obtain a dancing permit pursuant to Chapter 7 of Bloomington City Code;
(11) Whether the proposed establishment poses any problem to the Bloomington Police Department or Liquor Commissioner in the enforcement of City Ordinance or State and Federal Law;
(12) Whether a current City of Bloomington liquor license has been issued for the premises sought to be licensed in the application;
(13) Whether the premises complies with all pertinent health and safety codes applicable within the City of Bloomington;
(14) No license shall be created for, or maintained by, an establishment whose primary or major focus is video gaming. In determining whether an establishment's primary or major focus is video gaming, the following factors may be considered.

(a) The layout and design of the establishment, including such factors as:

1. The number of video gaming machines relative to the customer seating capacity of the establishment; and
2. The square footage of space devoted to video gaming relative to the amount of space devoted to other activities;

(b) Whether the probable revenue derived from the establishment will be primarily from video gaming;
(c) The number of employees at the establishment and their proposed function;
(d) Other relevant factors. (Ordinance No. 2013-13)

(15) The recommendation of the Liquor Commission. (Ordinance No. 2013-13)

(c) All licenses created hereby are subject to issuance by the Mayor in his discretion as provided in 235 ILCS 5/4-4 and Section 37 of this Chapter. (Ordinance No. 2013-13)

LIQUOR LICENSE QUESTIONNAIRE

TO THE APPLICANT:

On August 28, 1972, the Bloomington City Council enacted Ordinance No. 1972-57 revising standards for issuance of liquor licenses. The Ordinance, in addition to providing for an increase in the number of licenses, reflected a change in public attitude toward liquor licenses. Rather than lucrative privileges to be bought or sold, they are viewed as potential tools for community development, which can be an asset to the community. Consequently, licenses will be approved, not as a matter of right, but only where a need can be shown to exist and where the issuance of a license for a particular kind of establishment is supportive of and consistent with sound community planning. The following questions and the answers thereto can be of significant value in allowing the Liquor Commission to make an intelligent assessment of your application. Your cooperation in completing it as fully and in as much detail as possible is appreciated.

The questions in the Questionnaire apply equally to yourself and any partner, or any officer or director of a corporation. If more space is needed to answer any question completely, use additional paper.

1. **LEGAL REQUIREMENTS:**

(a)	Have you attained the age of 21 years?	Yes
(b)	Have you been a resident of the City of Bloomington for one year?	See Attached
(c)	Are you a citizen of the United States?	Yes
(d)	Are you a person of good character and reputation?	Yes
(e)	Have you ever been convicted of a felony under the laws of the United States or any state?	NO
(f)	Have you ever been convicted of being the keeper, or are you now the keeper of a house of prostitution?	NO
(g)	Have you ever been convicted of pandering or any other crime opposed to decency and morality?	NO
(h)	Have you ever had a Bloomington liquor license revoked for any cause?	NO
(i)	(If applicant is a corporation). Is a holder of over 5% of corporate stock ineligible to hold a liquor license for any reason other than citizenship or residence?	NO
(j)	Is the Manager of the establishment ineligible to hold a liquor license for any reason other than citizenship or residence?	NO

(k) Have you ever been convicted of a violation of any federal or state law concerning the manufacture, possession or sale of alcoholic liquor? NO

(l) Do you own or have a valid lease to the premises for which the license is sought? Execution Pending Leased Attached

(m) Are you eligible for a state retail liquor dealer's license? NO

(n) Is the establishment located within 100' of any church, school, hospital, home for aged or indigent persons or war veterans, their wives or children? NO

2. **NATURE OF LICENSE:**

(a) What class liquor licenses are you seeking? RBS

(b) What type of establishment do you intend to operate with this license? (e.g. lounge, tavern, restaurant, wine & cheese shop). Restaurant

(c) State the significance of a liquor license to your establishment, present or future. See Attached

(d) How will a liquor license of the kind requested benefit the City of Bloomington and its residents? See Attached

(e) Upon what facts do you base your answers to the previous question? See Attached

(f) Do you intend to furnish live entertainment in the establishment to be licensed? NO

(g) If you answer "YES" to the previous question, state the nature of such entertainment.

(h) Will most of the establishment's gross revenue come from sources other than sale of alcohol? YES

(i) If you answered "YES" to the previous question, from what sources will such revenue be derived? Food

(j) Do you intend to obtain and use a dance license? NO

(k) If establishment is not in operation, attach a drawing showing:
(1) General design of establishment; See Attached
(2) Where alcohol is to be distributed and/or served. Highlighted

3. **IMPACT OF ESTABLISHMENT:**

(a) State the location of the establishment. 1505 N Veterans Parkway Suite A Bloomington, IL

(b) What hours will the establishment be open? 11-10 Sunday - Thurs. 11-11 Friday - Saturd

(c) What type or types of building(s) adjoin the establishment? Single Story, Concrete Slab, masonry Construction

(d) If any adjoining buildings are office or commercial, approximately what hours are they open for business? 8am - 5pm

(e) If adjoining buildings are predominately residential, are they single or multi-family and what other business establishments are in the area? N/A

(f) Describe streets immediately adjoining the establishment (e.g. Approximate width, one or two-way, parking restrictions, etc.) Keaton Pl - Two Way approx. 24 ft

(g) How much additional traffic do you expect the establishment with a liquor license to generate? minimal and the parking lot can accommodate. See Attached

(h) Describe on and off street parking facilities to handle traffic anticipated. 60+ Spaces in parking lot. See Attached

(i) How many establishments with liquor licenses are located within the immediate area of your establishment? Biaggi's

(j) What do you estimate to be the demand for your establishment in the area in which it is or will be located? See Attached

(k) Upon what facts do you base your answer to the previous question? See Attached

4. **RESPONSIBILITY:**

(a) If establishment is presently in operation, attach a financial statement of the establishment's last fiscal year. N/A

(b) If establishment is not presently in operation, attach a statement showing your assets and liabilities (or if a corporation, the assets and liabilities of the corporation). See Attached

(c) Do you now or have you ever had a Bloomington liquor licenses? NO

(d) If you answer to the previous question is "YES", how many times have you been found guilty by the Bloomington Liquor Commission of violating Bloomington's liquor ordinance? _____

DATED this 31st day of May, 2017.

SIGNED:

_____
(Name)

_____
(Address)

_____
(City) (State)

_____
(Name)

_____
(Address)

_____
(City) (State)

_____
(Name)

_____
(Address)

_____
(City) (State)

City of Bloomington, Illinois

Liquor License Questionnaire

Aix Indigo, LLC

May 31, 2017

1. LEGAL REQUIREMENTS:

(b) Have you been a resident of the City of Bloomington for one year?

I as well as my General Manager will be locating to McLean County in the coming months. I was a resident of McLean County previously for five years as I attended Illinois State University and for my first job after graduation. I was also a resident of Woodford County for 18 years growing up in Minonk, IL.

2. NATURE OF LICENSE:

(c) State the significance of a liquor license to your establishment, present or future.

Giordano's is a full-service Italian restaurant specializing in pizza. A menu that includes appetizers, salads, sandwiches, Italian dishes, pizza, and deserts. Quality beer and wine options available for guests to perfectly pair with their dish of choice is vital to the full-service Giordano's experience and economics of the business model. Like similar popular dining options in the City and on Veterans Parkway, beer and wine revenue and guest choices are vital to the appeal and economics of the establishment.

(d) How will a liquor license of the kind requested benefit the City of Bloomington and its residents?

Giordano's Famous Stuffed Pizza is a Chicago institution. The citizens of Bloomington and McLean County with their geographic and cultural proximity to Chicago would greatly benefit from a new business in town that offers a great product and strives to better the community through civic engagement.

(e) Upon what facts do you base your answers to the previous question?

Having worked for the company of Giordano's for 8 years in Chicago and spending the first 23 years of my life in Central Illinois, I base them on my first- hand experience.

3. IMPACT OF ESTABLISHMENT:

(g) How much additional traffic do you expect the establishment with a liquor license to generate?

We expect the addition of a liquor license to marginally impact the traffic to the establishment. The adjoining parking lot of Biaggi's plus the 60+ parking spots on the establishment's lot will be able to handle the peak hours.

(h) Describe on and off street parking facilities to handle traffic anticipated.

The establishment shares a parking lot with Edible Arrangements, Affordable Dentistry Today, and the Bloomington Dental Group. Business hours for these three businesses compliment Giordano's with closing hours at 5:00 p.m. Leaving the majority of the parking lot for Giordano's business in the peak evening and weekend hours.

(j) What do you estimate to be the demand for your establishment in the area in which it is or will be located?

The citizens of Bloomington and McLean County with their geographic and cultural proximity to Chicago are generally very aware of the Giordano's brand and their high-quality product. Through 40 + years of developing a reputation as one of the truly authentic Chicago Style Pizzerias and marketing efforts including being the Official Pizza of the Chicago Cubs, we expect the demand for the pizza to be high and long lasting.

Our goal is to permanently weave ourselves into the fabric to the community through civic engagement and striving to provide the citizens with the highest quality, best tasting pizza in town.

(k) Upon what facts do you base your answer to the previous question?

Through growing up in nearby Minonk, IL, attending Illinois State University, I base these facts on personal experiences of the local culture.

LICENSE APPLICATION
For the Sale of Alcoholic Beverages

TO THE LOCAL LIQUOR CONTROL COMMISSIONER OF THE CITY OF BLOOMINGTON, McLEAN COUNTY. ILLINOIS:

1. Application is herein made a CLASS RB LICENSE to sell Malt Vinous Beverages, pursuant to Chapter 6 of the Bloomington City Code 1960.

2. The undersigned applicant is ____ an individual; ____ a partnership; ____ a corporation; (Check one) LLC ✓

A. If an individual: Name _____ Age _____

Address _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

B. If a ~~partnership~~ LLC: Following are the names of all partners who are entitled to share in any profit of the business:

Name: Aaron Uftring Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes X No ____ Previously 5 years.

Name: _____ Address: _____

Legal resident of City of Bloomington for more than One (1) year? Yes ____ No ____

C. If a corporation, state whether same is organized for profit ____ or nonprofit ____, under laws of the State of _____

Date of incorporation _____

Objects of incorporation according to Charter of corporation. (Attach additional information by separate sheet if necessary)

_____

Following are the names and addresses of all officers and directors of the said corporation and if the majority of stock is owned by one person, his name and address:

Name: Aaron Uftring 100% Title or position: Managing Member

Address: _____ City/State/Zip _____

Name: _____ Title or position: _____

Address: _____ City/State/Zip _____

Name: _____ Title or position: _____

Address: _____ City/State/Zip _____

Name: Aaron Uftring Title or position: Managing Member
Address: ? City/State/Zip

3. This application is for renewal of license now held ____ or an original application ✓ (Check one)

4. Location and description of the premises or place of business to be operated under this license
2,640 SF plus Patio at 1505 N Veterans Parkway
A. Trade Name Giordano's Famous Stuffed Pizza.

5. Is this location within 100 feet of any church, school, hospital, home of aged, or indigent persons, or for War Veterans, their wives, or children? Yes_____ No ✓

6. Does the place of business have access to any other portion of the same building or structure which is used for dwelling or lodging purposes, and which is permitted to be used or kept accessible for use by the public? Yes_____ No ✓

7. Is it proposed to sell food in this place of business? Yes ✓ No_____

8. Is applicant or any partner, officer, director, or majority stockholder engaged in the business of manufacturing or bottling malt vinous beverages or is the agent or any such person or corporation, or is a jobber of malt or vinous beverages? Yes ____ No ✓

9. Has applicant, or any partner, officer, director, or majority stockholder ever been convicted of a felony, or of the violation of any law relating to the prohibition of the sale of intoxicating liquors, or any other crime or misdemeanor, (other than minor traffic violations)? Yes ✓ No ____ If yes, fully explain. See Attached

10. Has any other license issued to individual applicant, or to any partner, officer, director, or majority stockholder, issued for sale of alcoholic beverages, ever been revoked? Yes ____ No ✓ If yes, give further details.

11. Has a similar application ever been refused for cause that has been made by any of the foregoing persons? Yes ____ No ✓

12. Is the applicant herein, the owner of the premises for which this license is sought? Yes ____ No ✓

13. If no, the name of the building owner: Name HOS II, LLC
Address
Term of written lease, from (date) 2017 to 2027 + options
(Copy of Lease attached)

14. Do you know of any reason whether stated in the above questions or not, that this application does not comply with the laws of the State of Illinois or the Bloomington City Code 1960 in connection with the proposed sale of alcoholic beverages? Yes_____ No ✓

Applicants and each of them jointly and severally, including all partners, officers, directors, or majority stockholders, hereinafter named and whose signatures are affixed to this application, agree and acknowledge that they and each of them fully understand that any license issued hereunder may be revoked in accordance with the Ordinance of this City.

Dated this 31st day of May, 2017.

A. (Individual) _____
Individual's signature

B. (~~Partnership~~) LLC — Aix Indigo, LLC
Business Name

(All Partners of applicant)

C. (Corporation) _____ _____
(Corporate Name) (President of Corporation)

Attest: _____
(Secretary)

And the following officers, directors, or majority stockholder:

_____ _____

_____ _____

STATE OF ILLINOIS.)
) SS
COUNTY OF McLEAN)

_____ _____

_____ _____

being first duly sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and Sworn to before me this 31 day of May, 17.

Victoria L. Hendrickson

(Notary Public)

My commission expires on Jan. 30, 2021.

"OFFICIAL SEAL"
VICTORIA L HENDRICKSON
Notary Public - State of Illinois
My Commission Expires Janaury 30, 2021

Liquor Application Item 9

Byline Bank
Build yours.

Explanation of Violation

To be included with SBA Form 912

1. Borrower's (individual) name: Aaron Lynn Uftring
2. Business name: Aix Indigo, LLC
3. Date of violation, including month/day/year (if unknown, include month/year): 8/2000
4. City (or county) and state where the violation occurred: Tazwell County, IL
5. Specific charge(s) (DUI, assault, forgery, robbery, etc.): Allow Unlawful Use of License
6. Was the charge a felony or misdemeanor:
   (***If felony**, please provide a set of fingerprint cards in addition to the other requested documentation)
   - ☐ Felony*
   - ☒ Misdemeanor
7. Disposition of the charge (which may include but is not limited to any fines imposed, any class or workshop to be attended, any jail time served, terms of probation, or any other court conditions): 12 months Supervision & Fine
8. Have all conditions of the court been satisfied?
   (if yes, please provide copies of all court documentation evidencing that these requirements were met)
   - ☒ Yes
   - ☐ No
9. No offense(s), other than the offense(s) cited on the SBA Form 912 I completed and its attachments(s), appear on my record.
   - ☒ Yes
   - ☐ No
10. Further, I have read and understand the penalties described on the SBA Form 912 for providing false information.
    - ☒ Yes
    - ☐ No

Byline Bank
Build yours.

11. Please provide a detailed narrative in the space provided below describing what happened and how Law enforcement became involved that resulted in criminal offense charge:

When I was 19 years old I foolishly attempted to enter the River Boat Casino with a friend's identification. Law enforcement became involved at the entrance.

Byline Bank
Build yours.

Explanation of Violation

To be included with SBA Form 912

1. Borrower's (individual) name: Aaron Lynn Uftring
2. Business name: Aix Indigo, LLC
3. Date of violation, including month/day/year (if unknown, include month/year): 5/31/2000
4. City (or county) and state where the violation occurred: McLean County, IL
5. Specific charge(s) (DUI, assault, forgery, robbery, etc.): Illegal Consumption/Possession of Liquor by a Minor.
6. Was the charge a felony or misdemeanor:
   (***If felony***, please provide a set of fingerprint cards in addition to the other requested documentation)
   - ☐ Felony*
   - ☒ Misdemeanor
7. Disposition of the charge (which may include but is not limited to any fines imposed, any class or workshop to be attended, any jail time served, terms of probation, or any other court conditions): Court Supervision - 18 Months. Educational Class.
8. Have all conditions of the court been satisfied?
   (if yes, please provide copies of all court documentation evidencing that these requirements were met)
   - ☒ Yes
   - ☐ No
9. No offense(s), other than the offense(s) cited on the SBA Form 912 I completed and its attachments(s), appear on my record.
   - ☒ Yes
   - ☐ No
10. Further, I have read and understand the penalties described on the SBA Form 912 for providing false information.
    - ☒ Yes
    - ☐ No

Byline Bank
Build yours.

11. Please provide a detailed narrative in the space provided below describing what happened and how Law enforcement became involved that resulted in criminal offense charge:

In my freshman year of college I attended a party in the dorm where I consumed alcohol as a minor. Law enforcement became involved because alcohol was not allowed in the dormatorie

Byline Bank
Build yours.

Explanation of Violation

To be included with SBA Form 912

1. Borrower's (individual) name: Aaron Lynn Uftring
2. Business name: Aix Indigo, LLC
3. Date of violation, including month/day/year (if unknown, include month/year): 5/31/2000
4. City (or county) and state where the violation occurred: McLean County, IL
5. Specific charge(s) (DUI, assault, forgery, robbery, etc.): Disorderly Conduct
6. Was the charge a felony or misdemeanor:
   (***If felony***, please provide a set of fingerprint cards in addition to the other requested documentation)
   - ☐ Felony*
   - ☒ Misdemeanor
7. Disposition of the charge (which may include but is not limited to any fines imposed, any class or workshop to be attended, any jail time served, terms of probation, or any other court conditions): Nolle Prosequi - dismissed
8. Have all conditions of the court been satisfied?
   (if yes, please provide copies of all court documentation evidencing that these requirements were met)
   - ☒ Yes was dismissed
   - ☐ No
9. No offense(s), other than the offense(s) cited on the SBA Form 912 I completed and its attachments(s), appear on my record.
   - ☒ Yes
   - ☐ No
10. Further, I have read and understand the penalties described on the SBA Form 912 for providing false information.
    - ☒ Yes
    - ☐ No

Byline Bank
Build yours.

11. Please provide a detailed narrative in the space provided below describing what happened and how Law enforcement became involved that resulted in criminal offense charge:

Related to the charge of illegal consumption on SAME date, a charge of disorderly conduct was charged as I was intoxicated and [redacted] over served. The charge was not pursued by the prosecuter and dismissed. Law enforcement became involved because alcohol was not allowed in the [redacted] dormatories.

LICENSE APPLICATION
FOR SUNDAY SALE OF ALCOHOLIC BEVERAGES

TO: The Liquor Control Commissioner of the City of Bloomington, McLean County, Illinois

NAME OF APPLICANT Aix Indigo, LLC
Hereinafter referred to as the "Applicant" represents to the Bloomington Liquor Commission the following:

1. A CLASS RB LIQUOR LICENSE is currently held by or is being applied for by the Applicant and it authorizes or will authorize the liquor sales on Monday-Saturday.

2. The Applicant herein requests a CLASS S LICENSE to authorize the operation of the Applicant's liquor establishment on Sundays in the same manner as is or will be authorized by and during the valid period of the license referred to in Paragraph 1 hereof.

3. The Applicant and each and every partner, officer, director, majority stockholder or agent thereof, agree and acknowledge the following:

   (a) Any license issued hereunder may be revoked in accordance with the Ordinances of the City of Bloomington;

   (b) All persons who are employed by or who have an ownership interest in the Applicant will testify under oath to all competent, relevant, and material questions propounded to any of them in any hearing conducted by the local Liquor Commissioner;

   (c) Failure of any person to testify according to the provisions of subsection (b) above shall be sufficient reason for suspension or revocation of any license which may be issued pursuant to this Application; and

   (d) The Applicant will furnish, upon request from the Liquor Commissioner, any books and/or records of its business operations which are relevant to the question of whether such Applicant qualifies or has qualified at any time for the basic license or for the license which may be issued pursuant to this Application.

Dated this 31st day of May, 2017.

A. (Individual) _____
(Name)

B. (~~Partnership~~) LLC Aix Indigo, LLC
(Business Name)

All partners of applicant: _____

C. (Corporation)

_____
_____
_____
(Corporate Name)

By: _____
(Name of Officer: President)

Attest:

_____
Secretary

And the following officers, directors, or majority stockholders:

_____ _____

_____ _____

_____ _____

STATE OF ILLINOIS,)
) ss.
County of McLean,)

_____, _____,

_____, _____,

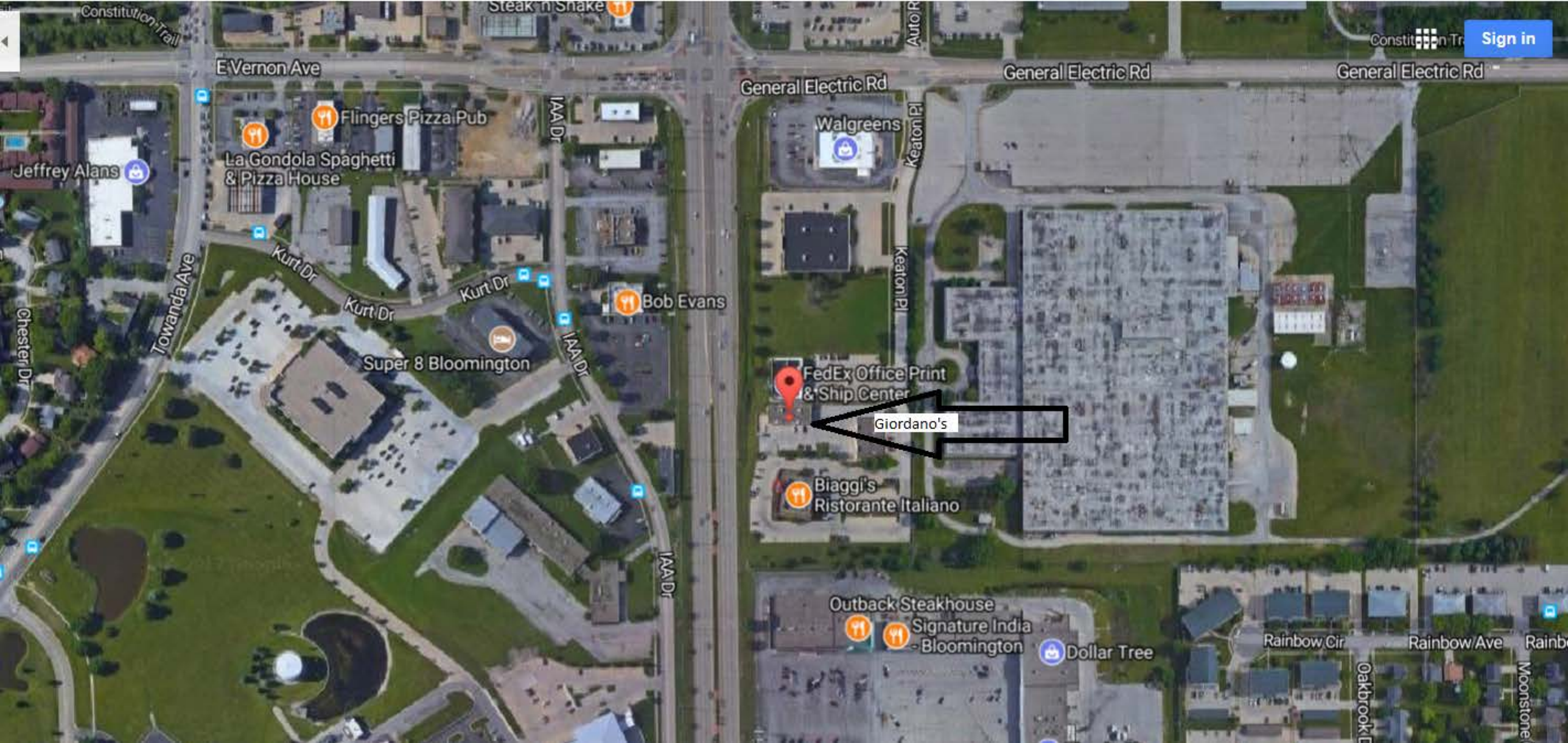
_____, _____,

being first sworn on their respective oaths say that they comprise all of the owners, partners, officers, directors, or majority stockholders of the above named applicant in accordance with definitions of the Bloomington City Code 1960; that they and each of them have read and signed the foregoing application for license, know the contents thereof, and that all the statements made therein are true.

Subscribed and sworn to before me this 31 day of May, 2017

Victoria L. Hendrickson
Notary Public

"OFFICIAL SEAL"
VICTORIA L HENDRICKSON
Notary Public - State of Illinois
My Commission Expires Janaury 30, 2021


Constitution Trail
Steak 'n Shake
E Vernon Ave
General Electric Rd
Auto R
Sign in
Flingers Pizza Pub
La Gondola Spaghetti & Pizza House
Jeffrey Alans
IAA Dr
Walgreens
Keaton Pl
Kurt Dr
Towanda Ave
Chester Dr
Bob Evans
Super 8 Bloomington
FedEx Office Print & Ship Center
Giordano's
Biaggi's Ristorante Italiano
Outback Steakhouse
Signature India - Bloomington
Dollar Tree
Rainbow Cir
Rainbow Ave
Oakbrook
Moonstone

CONSENT AGENDA ITEM NO. 7K

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lots 3-5 in Block 4 of Camp Kickapoo, from George P. & Susan J. Freeman to Robert & Traci Freitag.

RECOMMENDATION/MOTION: That the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's June 2, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: The sewage disposal system letter from the McLean County Health Department was completed on June 2, 2017. This letter provides regulation requirements for surface discharging septic installations.

In addition, the evaluation report of May 25, 2017, from Rob Williamson indicates that the water softener discharges to the septic system and that it is allowed to remain as is until the septic system is repaired or replaced. The letter also noted that the sand filter is a minimum of 200 square feet too small. This also may remain as is until the septic system is repaired or replaced.

This septic system was installed in 1987 and is now approximately 30 years old. The McLean County Health Department considers the average life expectancy of a septic system to be between 20-25 years. However, this can be affected greatly by usage patterns of the premised (seasonal versus full time occupancy) and system maintenance. Though useful life of a sewage disposal system can extend past the average life span noted by the McLean County Health Department, Staff cannot accurately estimate the useful life remaining in the existing system.

If the system were to fail the resident would be responsible for cost associated with repair of the system and there is a possibility, based on the size of the leased lot, the resident would not have any viable repair/replacement options. Currently a City owned sanitary sewage collection system does not exist at Lake Bloomington and therefore the City is not in a position to assist the resident in the event of sewage disposal system failure.

Staff has reviewed the lot and found that a seawall has been constructed on the City owned reservoir and non-leased marginal land. Staff has performed a search of permits issued for the Lake Bloomington community and found that no permits have been issued for Lots 3-5 in Block 4 in Camp Kickapoo. Staff recommends that the transfer be subject to the new lease holder applying for a permit for this existing non-leased marginal land and reservoir improvements within six (6) months of the lease transfer. Further, it should be noted that City Code Chapter 23, Section 53, provides that permits shall not be transferable, and that all benefits which may be derived therefrom shall accrue only to the person to whom the permit is originally issued. Photos of the existing non-leased marginal land and reservoir improvements have been attached.

Staff recommends approval of the lease transfer subject to the septic system conditions included in the McLean County Health Department's June 2, 2017, letter, and also subject to the new lease holder applying for a permit for existing non-leased marginal land and reservoir improvements within six (6) months of transfer.

The Lake Lease Transfer, following approval by Council, will be contingent upon buyer providing proper documentation of the closing of this property sale prior to execution of the lease transfer.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: McLean County Health Department

FINANCIAL IMPACT: This petition will have a neutral financial impact in that the current lease uses the formula of $0.40 per $100.00 Equalized Assessed Value for determining the Lake Lease Fee. With this transfer, the Lake Lease formula will remain at the current formula of $0.40 per $100.00 Equalized Assessed Value. With the continued lake lease formula, this lease income will generate about $845.56 per year in lease income. This lake lease income will be recorded in the Lake Maintenance – Lease Income account (5010014-57590). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "Other Funds Budget" on page 116.

COMMUNITY DEVELOPMENT IMPACT: Not Applicable

Link to Comprehensive Plan/Downtown Plan Goals: Not Applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not Applicable

Respectfully submitted for Council consideration.

Prepared by:	Joseph M. Darter, Miscellaneous Technical Assistant
Reviewed by:	Robert Yehl, PE, Water Director Steve Rasmussen, Assistant City Manager
Financial & budgetary review by:	Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Current Lease
- City Clerk Memo
- Lake Lease Transfer Petition
- McLean County Health Department Letter/Evaluation Report
- Lake Lease Agreement
- Lot Location
- Plat of Camp Kickapoo
- Marginal Land/Reservoir Existing Structure Photographs

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the 14th day of June, 2007 between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called "City," and George P Freeman & Susan Freeman **(if more than one Lessee, cross out 2 of the following that do not apply)** (as joint tenants) (as tenants in common) (as tenants by the entirety) of Bloomington, County of McLean, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

Lot 3,4,5 in Block 4 in Camp Wichapoo, according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois.

2. TERM OF LEASE. The term of this Lease shall be for a term commencing **(cross out the one that does not apply)** (on the date of this Lease) (on January 1 following the date of this Lease) and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT. Lessee shall pay as rent yearly on or before the 1st day of January of each year an amount calculated in the following manner:

Rent shall be charged at the rate of ~~15¢~~ .10 (~~.15~~) per $100 of equalized assessed valuation for said premises, including improvements, as established by the Supervisor of Assessments of McLean County. Equalized Assessed Valuation shall be the final assessed valuation of the Supervisor of Assessments after any multipliers have been applied by the Supervisor of Assessments or the Department of Revenue of the State of Illinois. Rent shall be based on the last Equalized Assessed Valuation so determined and shall be adjusted annually in accordance with the above formula. Lessee shall be notified not later than November 1 of each year as to the amount of rent that will be due on the following January 1.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made available to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no residence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not unreasonably withhold its consent to an assignment or transfer of this Lease to the spouse of Lessee or to a corporation or other legal entity controlled by Lessee or Lessee's spouse. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS. Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if

Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely be cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then City may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

15. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Para. 2.

16. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City	Lessee's Name and Mailing Address
City of Bloomington City Hall 109 E. Olive Street Bloomington, IL 61701	George P. & Susan J. Freeman 40900 N. Black Oak Avenue Antioch, IL 60002

17. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

By: _____
Its Mayor

Attest:

_____
Bloomington City Clerk

-Lessee-

_____

_____

_____

MEMO

TO: Bob Yehl, Water Dept.

FROM: Renee Gooderham, Records & Information Manager

DATE: June 14, 2017

SUBJECT: Lake Bloomington Lease Transfer

A Petition and Lake Lease Transfer request has been submitted for Lots 3 - 5 in Block 4 in Camp Kickapoo, from George P. & Susan J. Freeman to Robert & Traci Freitag. Attached please find the Lake Lease Transfer documents.

EAV for this property is $211,389. The Lake Lease is currently at a rate of .40 cent per $100 EAV, $845.56. The PIN number is 08-06-376-004.

Please prepare a Council memorandum for the next available council meeting.

If you have any questions or require additional information, please contact the Clerk's Office.

Thank you for your prompt attention to this matter.

cc: Legal Dept.

LAKE BLOOMINGTON LEASE TRANSFER PETITION

That the purchase price and rentals having been paid to the City of Bloomington for:
Lot 3,4,5 Block 4 of Camp Kickapoo (Lease holders Estate) Lot 2
I respectfully petition the City Council of the City of Bloomington, Illinois to approve the transfer of the Lease on the above property:
X From: George P & Susan J Freeman (Sellers Name)
To: Robert & Traci Freitag (Buyers Name)

X George Freeman
Susan J Freeman (Signatures of Seller)

****

To the Honorable Mayor and City Council of the City of Bloomington, Illinois:
Now comes Robert L. Freitag & Traci A. Freitag (Buyer) and respectfully shows that He/She/They became the purchaser of all right, title and interest of George P. & Susan J. Freeman (Seller) In and to the Lease made on the (Date) _____ upon the above property, all located in McLean County, Illinois, together with all the improvements, buildings and appurtenances thereon situated and thereunto belonging, and that the said (Seller) George P. & Susan J. Freeman has executed deed of transfer of their interest in said premises and an assignment of the Leases therefore your petitioner.

Petitioner further shows that in and by the terms of said Leases it was provided that the Lessee shall not sell, assign or transfer said premises without the written consent of the Lessor.

Petitioner therefore prays that the written consent to said transfer may be forthwith provided by the said Lessor, the City of Bloomington, Illinois and your petitioner has submitted herewith a form of said written consent.

Respectfully submitted,

Traci Ann Freitag
(Signature of Buyer(s))

****

WRITTEN CONSENT TO TRANSFER INTEREST IN LEASES UPON LOT 3, 4, 5 BLOCK 4 CAMP Kickapoo, OF LAKE BLOOMINGTON.

Now comes the City of Bloomington and gives this, its written consent to the assignment on all right, title and interest of (seller) George P. & Susan J. Freeman in and to the premises known as Lot 3,4,5 Block 4 in Camp Kickapoo, McLean County, Illinois and to the leases thereon executed by the City of Bloomington, Illinois.

Said consent to said assignment and transfer however, is with the express understanding that the said Lessor retains all right in said leases provided, and particularly its right to the payment of any unpaid rental thereon with all legal remedies incidental thereto.

Executed this _____ day of _____, _____.

_____
Tari Renner, Mayor

McLean County
Health Department
Partners in Prevention

McLean County Health Department
200 West Front Street, Room 304
Bloomington, IL 61701

June 2, 2017

Mr. George Freeman
24444 Ron Smith Memorial Highway
Hudson, IL 61748

Re: Septic Permit #87-6786
Parcel #08-06-376-004
Lot 172, Lake Bloomington – Kickapoo Subdivision

Dear Mr. Freeman:

On May 25, 2017, this department received a septic system evaluation report from Mr. Rob Williamson, a McLean County licensed private sewage system installer, regarding the above-referenced property. The septic system evaluation was performed on May 20, 2017 and the following deficiencies were noted:

- The water softener discharges to the septic system. This may remain as is until the septic system is repaired or replaced.

- The sand filter is a minimum of 200 square feet too small. This may remain as is until the septic system is repaired or replaced.

As the current owner of a surface discharging septic system (sand filter, aerobic treatment unit, etc.), this office is informing you of State wide changes in regulations regarding the operation and ownership of such discharging septic systems. They include the following:

1. As of February 10, 2014, any proposed new or replacement surface discharging system must have coverage under a National Pollutant Discharge Elimination System (NPDES) permit prior to installation. For more information, please visit our website at www.health.mcleancountyil.gov.

2. Routine sampling of the effluent discharged from the system and the reporting of the laboratory results to a regulatory agency or agencies.

3. The cost of effluent sampling and any additional treatment components needed to keep the system compliant with permit requirements will be the responsibility of the owner of the system.

4. IDPH now requires additional operation and maintenance for on-site wastewater treatment systems repaired or installed after January 1, 2014.

5. Future regulations may be implemented by the Illinois Environmental Protection Agency (IEPA) and/or the Illinois Department of Public Health (IDPH) for systems constructed prior to February 10, 2014.

Chlorine tablets made for use in the chlorinator are available through the following companies:

Bradford Supply
2000 South Bunn Street
Bloomington, IL 61704
Phone: (309) 828-8313

Shoemaker Farm Drainage
202 W. Pine Street
LeRoy, IL 61752
Phone: (309) 962-3108

Tolan's Excavating
2903 Gill Street
Bloomington, IL 61704
Phone: (309) 663-0191

Zeschke Septic Cleaning
2408 Greyhound Road
Bloomington, IL 61704
Phone: (309) 808-2776

In summary, the septic system was installed in 1987 and is now approximately 30 years old. This office considers the average life expectancy of a septic system to be 20 to 25 years.

For information on routine operation and maintenance of your septic system, please visit our website at www.health.mcleancountyil.gov.

If you have any questions, please contact Mr. Scott Cook, of this department, at (309) 888-5482.

Respectfully,

Thomas J. Anderson
Director of Environmental Health

cc: Mr. Rob Williamson, Williamson Excavating, LLC
Mr. Rick Twait, City of Bloomington
Ms. Nancy Brady

TJA:AC:hm

AC-0601-17-146

EVALUATION REPORT FOR A MCLEAN COUNTY PRIVATE SEWAGE DISPOSAL SYSTEM

For Office Use Only

Log #: _____

Date Received: _____

This form is to be used for all inspections or evaluations of existing septic systems in McLean County. It is essential that the inspection be as complete as possible to determine the condition of the entire system. This includes interviewing the person who resides at or uses the building the septic system serves. Please complete all sections of the form that apply to the septic system you are evaluating. The tank must be uncovered with the baffles, liquid and sludge depths checked. At a minimum, the field must be probed to determine if there is water standing in the trenches. Upon probing, if it is determined there is water standing in the trenches, the Health Department highly recommends a minimum of two locations in the trenches be exposed to determine the condition of the rock and pipe. Any sign the system is failing or has not functioned properly, must be thoroughly documented on this report. Place all comments in the comment section on the last page.

This evaluation is NOT FINAL until the McLean County Health Department has reviewed the information in this evaluation and issued a letter regarding the information to the parties listed in the evaluation.

1. Current Owner Information:

Name: *George Freeman*

Address: *24444 Ron Smith Hwy*

Hudson, IL 61748

Phone #: Day ___ - ___ Home ___ - ___

2. Requestor Information:

Name: *Nancy Brady*

Address: *2203 Eastland Dr. Suite 1*

Bloomington, IL 61704

Phone #: Day ___ - ___ Home ___ - ___

3. Property Information:

Parcel Number (Tax ID): *( ) 08-06-376-004* Date Evaluation Performed: *05-20-17*

Address of property evaluated: *24444 Ron Smith Hwy. Hudson* Sub. & Lot: _____

Permit available from Health Dept.: Yes ☒ No ☐ Permit #: *87-6786*

4. Interview Information:

Person interviewed: *George Freeman* Original owner: Yes ☐ No ☒

Age of home (years): *30* Intended for seasonal use: Yes ☐ No ☒

Date last occupied: *currently* Number of occupants: *2*

Has tank ever been pumped: Yes ☒ No ☐ If yes, how often: *2011*

5. Interior Evaluation:

Number of bedrooms: *4* Garbage disposal: Yes ☐ No ☒

Toilet tanks and other fixtures have evidence of leakage or overflow: Yes ☐ No ☒

Water softener discharges to: *septic* Clothes washer discharges to: *septic*

Dishwasher discharges to: *septic* Hot tub discharges to: *n/a*

Basement plumbing fixtures:

a. *all*

b. _____

c. _____

d. _____

Discharge locations:

a. *septic*

b. _____

c. _____

d. _____

Basement floor drains discharge to: *septic* Garage floor drains discharge to: *n/a*

Sump pit/pump discharges to: *pit only* Downspouts discharge to: *ground surface*

6. **Exterior Evaluation Points:**

A. **SEPTIC TANK(s) -- This Section N/A** ☐

All tanks must not be pumped before the inspection, but should be pumped after the inspection, if needed.

Tank One: N/A ☐	Yes	No	Tank Two: N/A ☒	Yes	No
Depth of soil to top of tank: *12* inches			Depth of soil to top of tank: inches		
Tank has access within 12" of ground surface	☒	☐	Tank has access within 12" of ground surface	☐	☐
Size: *1500* gallons Type:			Size: gallons Type:		
Meets current code:	☒	☐	Meets current code:	☐	☐
Tank lids in good condition:	☒	☐	Tank lids in good condition:	☐	☐
Inlet baffle in good condition:	☒	☐	Inlet baffle in good condition:	☐	☐
Evidence of solids on inlet baffle:	☐	☒	Evidence of solids on inlet baffle:	☐	☐
Outlet baffle in good condition:	☒	☐	Outlet baffle in good condition:	☐	☐
Evidence of solids on outlet baffle:	☐	☒	Evidence of solids on outlet baffle:	☐	☐
Water standing in outlet:	☐	☒	Water standing in outlet:	☐	☐
Water level below outlet:	☐	☒	Water level below outlet:	☐	☐
Tank needs to be pumped:	☐	☒	Tank needs to be pumped:	☐	☐
Outlet device/filter on tank:	☐	☒	Outlet device/filter on tank:	☐	☐
Type:			Type:		
Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☐			Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☐		

B. **SEEPAGE FIELD -- This Section N/A** ☒

Depth to top of field: inches to inches

Square feet of field: square feet

	Yes	No
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface:	☐	☐
Lush vegetation or saturated soil on or near seepage field area:	☐	☐
Evidence that water has ponded over seepage field or the soil is saturated:	☐	☐
Solids or "carry over" material present in the rock or bedding material:	☐	☐

Depth of water in trench : inches

C. **SERIAL DISTRIBUTION/STEP-DOWN -- This Section N/A** ☒

	Yes	No
Are the serial distribution relief or "step-down" pipes in compliance with Section 905.60 (d) of the code?	☐	☐

D. **SEEPAGE BED -- This Section N/A** ☒

Depth to top of bed: inches to inches

Square feet of bed: square feet

	Yes	No
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface:	☐	☐
Lush vegetation or saturated soil on or near seepage bed area:	☐	☐
Evidence water has ponded over seepage bed or is soil saturated:	☐	☐
Solids or "carry over" material present in the rock or bedding material:	☐	☐

Depth of water in bed : inches

E. SAND FILTER -- This Section N/A ☐

Minimum soil cover depth to top of sand filter: *20* inches

Square feet of sand filter: *600* square feet

	Yes	No
Is water standing in the distribution pipes or in the rock that surrounds the pipe:	☐	☒
Meets current code sizing requirements:	☐	☒
Seepage standing on ground surface over filter:	☐	☒
Lush vegetation on or near sand filter:	☐	☒
Evidence if water has ponded over sand filter:	☐	☒
Sand filter vented as required:	☒	☐
Vent in good repair:	☒	☐
Chlorinator with screw on cap present:	☒	☐
Chlorinator tube with corrosion resistant handle present:	☒	☐
Evidence of chlorination:	☒	☐
Evidence of restricted flow in chlorinator:	☐	☒
Sample port with screw on cap present:	☒	☐

Where does the contact tank discharge to: *(Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*: *ground surface*

F. PUMP OR LIFT STATION -- This Section N/A ☒

	Yes	No
Pump chamber an approved design:	☐	☐
Chamber volume 1.5 times the daily flow:	☐	☐
Is there a dual pump:	☐	☐
Alarm present:	☐	☐
Alarm location: _____		
Alarm properly working with audio and visual functions:	☐	☐

G. AEROBIC UNIT -- This Section N/A ☒

Manufacturer: _____ Model number: _____

Size of unit: _____ gallons

	Yes	No
Pump running at time of inspection:	☐	☐
Current maintenance contract in place:	☐	☐
Who is maintenance contract with: _____		
Alarm present:	☐	☐
Alarm location: _____		
Alarm properly working with audio and visual functions:	☐	☐

Unit discharges to: Seepage field ☐ Seepage bed ☐ Sand filter ☐ Other: _____

If other, what method of chlorination is used: _____

Chlorinator with screw on cap present:	☐	☐
Chlorinator tube with corrosion resistant handle present:	☐	☐
Evidence of chlorination:	☐	☐

Where does the contact tank discharge to: *(Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*: _____

Include all distances as described below.

NOTE: Be sure to attach drawing to this report.

The following distances must be verified to ensure all the information is correct and available in the future.

*Well or cistern to: N/A ☐		*Geothermal unit to: N/A ☐		*Building to:	
Septic tank:	feet	Septic tank:	feet	Septic tank:	feet
Seepage system:	feet	Seepage system:	feet	Seepage system:	feet
Sand filter:	feet	Sand filter:	feet	Sand filter:	feet
Effluent tile:	feet	Effluent tile:	feet	Effluent tile:	feet
Effluent discharge:	feet	Effluent discharge:	feet	Effluent discharge:	feet
Geothermal unit:	feet	Aerobic unit:	feet	Geothermal unit:	feet
Aerobic unit:	feet			Aerobic unit:	feet
*Water line to:		*Body of water to: N/A ☐			
Septic tank:	feet	Septic tank:	feet		
Seepage system:	feet	Seepage system:	feet		
Sand fitler:	feet	Sand filter:	feet		
Effluent tlle:	Feet	Effluent tile:	feet		
Effluent discharge:	feet	Effluent discharge:	feet		
Aerobic unit:	feet	Aerobic unit:	feet		

Comments:

This section is to include any maintenance (pumping) repairs or problems in the history of the septic system. Write any observations and/or conclusions made by probing or excavating the seepage field or sand filter. A serial distribution system must include the condition of each level of field or trench.
The septic tank does not need to be pumped at this time but it should be checked regularly and pumped as needed in the future. The sand filter is undersized for this house. This septic system appears to be functioning at this time. The average life of a septic system is about 25 years. This septic system is 30 years old.

This is the condition I found the septic system on this day. This evaluation is not and should not be considered a guarantee nor does it imply warranty of how the sewage disposal system may function at any time in the future.

Rob Williamson
Inspector's Name (print)

Signature

05-25-17
Date

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the _____ day of _____, _____ between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called CITY and Robert L. Freitag and Traci A. Freitag **(if more than one Lessee, cross out 2 of the following that do not apply)** (as joint tenants) (~~as tenants in common~~) (~~as tenants by the entirety~~) of , Hudson , County of McLean, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

   Lot 3 4,5 in Block 4 in Camp Kickapoo according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois.

2. TERM OF LEASE. The term of this Lease shall be for a term commencing **(cross out the one that does not apply)** (on the date of this Lease) (on January 1 following the date of this Lease) and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT.

   LESSEE'S NOTICE: This lease form, including the rental rate, is currently under review by the City of Bloomington City Council (see City Code: Chapter 23, Section 58). Once City staff has completed the updates to the lease form, it will be provided to you and will thereafter be subject to City Council approval. Note for leases with an end date, prior to this transfer, of January 1, 2032 or earlier, the updated lease form is likely to include a change in the rental rate of this transfer and therefore, the rate change will also be applied to this lease effective January 1, 2032 to December 31, 2131.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

A. Lessee shall pay as rent yearly, in advance, on or before the first day of January of each year, the amount designated hereafter:

   1) If this Lease is executed prior to January 1, 1998, rent shall be charged at the rate of 15¢ ($.15) per $100 of equalized assessed value (hereafter EAV) for said property, including land and improvements, as determined by the Supervisor of Assessments of

McLean County, Illinois. Said rate will remain in effect upon assignment of this Lease to (a) Lessee's spouse or to a corporation, trust or other entity created by Lessee or Lessee's spouse if Lessee or Lessee's spouse occupies the property immediately after said assignment, or (b) a Lessee who paid fair market value for the property (i.e., a purchaser) prior to January 1, 1998 for the assignment of the prior Lease.

2) If this Lease is executed by a Lessee who, after December 31, 1997, paid fair market value for an assignment of a Lease on which the rent was 15¢ ($.15) per $100 EAV, the rent shall be charged at the rate of 40¢ ($.40) per $100 EAV. This rate will remain in effect throughout the remainder of the term of this Lease regardless of subsequent assignments thereafter.

3) If the Lessee is not eligible for the 15¢ ($.15) or 40¢ ($.40) per $100 EAV rental rate, the rent shall be charged at the rate of _____¢ ($._____) per $100 EAV.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

B. In the event the system of real estate taxation is changed from its present basis of assessment at no more than one-third of market value, the assessed value as then determined by the Supervisor of Assessments of McLean County will be adjusted so that it will reflect no more than one-third of the market value of the premises. If assessed value is no longer used as the basis of taxation, then the annual changes in the Consumer Price Index, or successor index, for all items for the Chicago region, published by the United States Department of Labor will be the basis for determining changes in the property value for purpose of calculating the annual rent with the following condition. Either City or Lessee may review the value of the property as adjusted by the Consumer Price Index every five years to compare it to the actual fair market value of the property. If the property value determined by the formula set forth in this lease is five percent (5%) or more greater or less than the actual fair market value of the property, the rent for that year shall be recalculated using one third of the actual fair market value and rent adjustments for all subsequent years shall be based on the actual fair market value as adjusted for changes in the Consumer Price Index. If the Consumer Price Index or its successor index is no longer published by the. United States Department of Labor or is no longer used, an appropriate economic indicator will be used to determine the annual change in rent, if any.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made available to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the. City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no residence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not withhold its consent to a sale, assignment or transfer of this Lease if Lessee is not in default as defined in paragraph 13 and the sale, assignment or transfer is made in accordance with all applicable City ordinances and such rules and regulations as adopted by the City from time to time pursuant to paragraph 10. City will promptly issue a new Lease to the new Lessee containing the same terms as this lease. Thereupon, this Lease will automatically terminate and the parties will be freed of any obligations thereunder. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS. Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then Lessor may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. TERMINATION BY LESSEE. Lessee shall have the right to terminate this Lease upon sixty (60) days written notice to the City of Bloomington and, in that event, Lessee may remove any

improvements from the property and shall restore the ground to the condition it was in when first leased to the City. Any improvements remaining on the property after the Lease terminates shall be deemed abandoned by the Lessee and shall become the property of the City.

15. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

16. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Paragraph 2.

17. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City

City of Bloomington
City Hall
109 E. Olive Street
Bloomington, IL 61701

Lessee Name and Mailing Address

Robert & Traci Freitag
24444 Ron Smith Memorial Hwy.
Hudson, IL 61748

Lessee Billing Address

Robert & Traci Freitag
24444 Ron Smith Memorial Hwy.
Hudson, IL 61748

18. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

By: _____
Tari Renner, Mayor

Attest:

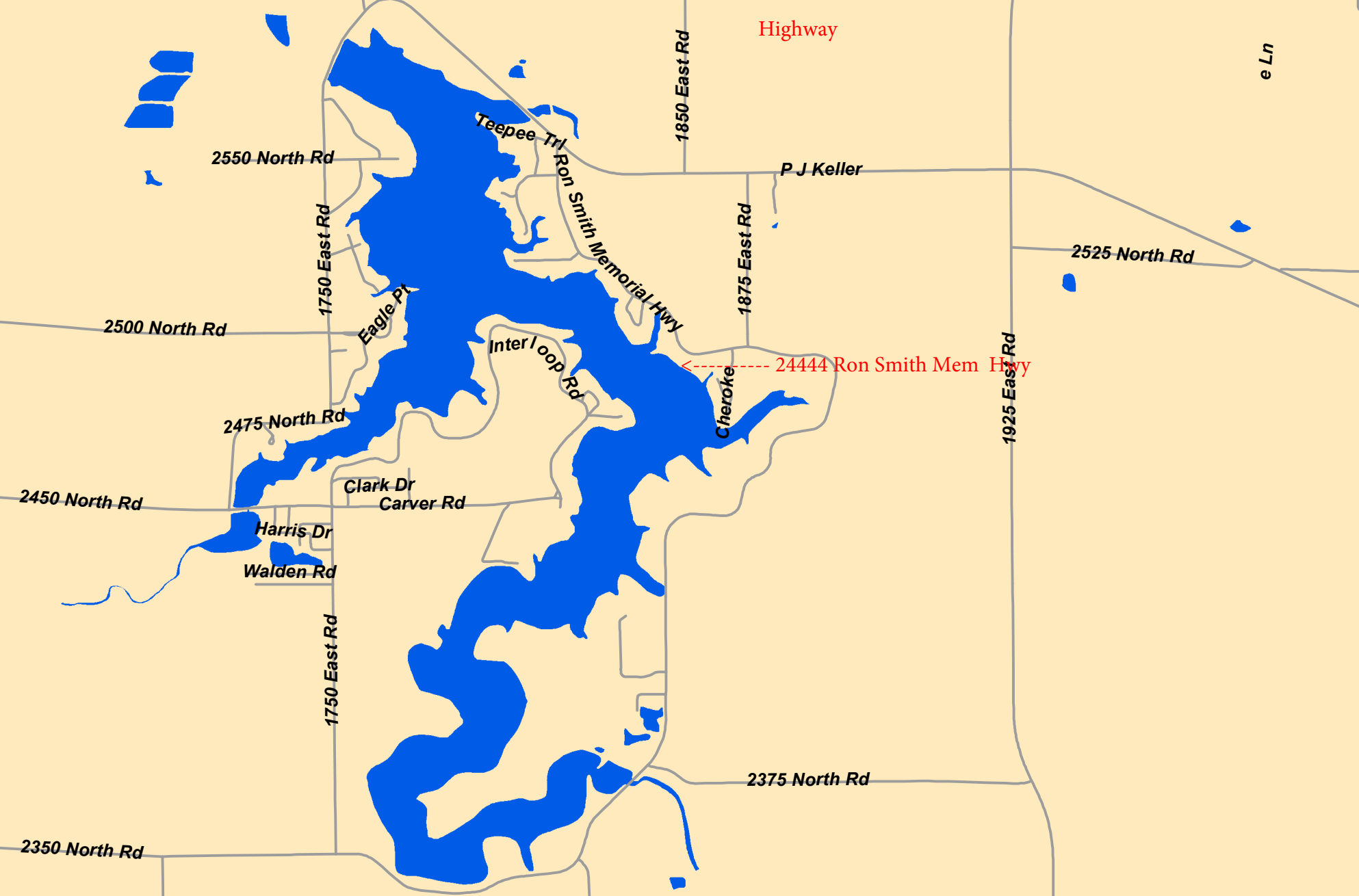
_____
Cherry Lawson, City Clerk

-Lessee-

_____

Traci Ann Freitag

_____


Highway
1850 East Rd
e Ln
Teepee Trl
Ron Smith Memorial Hwy
2550 North Rd
P J Keller
1750 East Rd
1875 East Rd
2525 North Rd
Eagle Pt
2500 North Rd
Inter Loop Rd
<---------- 24444 Ron Smith Mem Hwy
Cherokee
1925 East Rd
2475 North Rd
Clark Dr
2450 North Rd
Carver Rd
Harris Dr
Walden Rd
1750 East Rd
2375 North Rd
2350 North Rd

CAMP KICKAPOO

ON EAST SHORE OF LAKE BLOOMINGTON

CONSENT AGENDA ITEM NO. 7L

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lot 7 in Block 4 in Camp Kickapoo, from Raymond & Joan Johnson to Johnson Family Trust – Karla R. Farr Trustee.

RECOMMENDATION/MOTION: That the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's May 18, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: The sewage disposal system letter from the McLean County Health Department was completed on May 18, 2017. This letter provides regulation requirements for surface discharging septic installation.

In addition, the evaluation report, dated May 4, 2017, from Daryl Tolan indicates the lift station does not have enough volume for 1.5 times the daily flow and does not have a duel pump. While a new septic tank was installed in 2017, the seepage field was installed in 1980 and is approximately 37 years old. The McLean County Health Department considers the average life expectancy of a septic system to be 20 to 25 years. However, this can be affected greatly by usage patterns of the premises (seasonal versus full time occupancy) and system maintenance. Though useful life of a sewage disposal system can extend past the average life span noted by the McLean County Health Department, Staff cannot accurately estimate the useful life remaining in the existing system.

If the system were to fail, the resident would be responsible for costs associated with repair of the system and there is a possibility, based on the size of leased lot, the resident would not have any viable repair/replacement options. Currently a City owned sanitary sewage collection system does not exist at Lake Bloomington and therefore the City is not in a position to assist the resident in the event of sewage disposal system failure.

Staff has reviewed the lot and found that dock, deck, retaining wall, boat lift, light poles, and seawall improvements, as well as a gazebo have been constructed on the City owned reservoir and non-leased marginal land. Staff has performed a search of permits issued for the Lake

Bloomington community and found that no permits have been issued for Lot 7, Block 4 in Camp Kickapoo. Staff recommends that the transfer be subject to the new lease holder applying for a permit for this existing non-leased marginal land and reservoir improvements within six (6) months of the lease transfer. Further, it should be noted that City Code Chapter 23, Section 53, provides that permits shall not be transferable, and that all benefits which may be derived therefrom shall accrue only to the person to whom the permit is originally issued. Photos of the existing non-leased marginal land and reservoir improvements have been attached.

Staff recommends approval of the lease transfer subject to the septic system conditions included in the McLean County Health Department's May 18, 2017 letter, and also subject to the new lease holder applying for a permit for existing non-leased marginal land and reservoir improvements within six (6) months of transfer.

The Lake Lease Transfer, following approval by Council, will be contingent upon buyer providing proper documentation of the closing of this property sale prior to execution of the lease transfer.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: McLean County Health Department

FINANCIAL IMPACT: This petition will have a financial impact in that the current lease uses the formula of $0.15 per $100.00 Equalized Assessed Value for determining the Lake Lease Fee. With this transfer, the Lake Lease formula will increase to the current formula of $0.40 per $100.00 Equalized Assessed Value. With the updated lake lease formula, this lease income will generate about $559.30 per year in lease income. This lake lease income will be posted to Lake Maintenance – Lease Income account (5010014-57590). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "Other Funds Budget" on page 116.

COMMUNITY DEVELOPMENT IMPACT: Not Applicable

Link to Comprehensive Plan/Downtown Plan Goals: Not Applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not Applicable

Respectfully submitted for Council consideration.

Prepared by:	Joseph M. Darter, Miscellaneous Technical Assistant
Reviewed by:	Robert Yehl, PE Water Director Steve Rasmussen, Assistant City Manager
Financial & budgetary review by:	Carla A. Murillo, Budget Manager
Legal review by:	George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Current Lease
- City Clerk Memo
- Lake Lease Transfer Petition
- McLean County Health Department Letter/Evaluation Report
- Lake Lease Agreement
- Location Map
- Plat of Camp Kickapoo
- Aerial Map of Structures Constructed on Marginal Land and Reservoir
- Marginal Land/Reservoir Existing Structure Photographs

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the 8th day of December, 1997 between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called "City," and Raymond C. and Joan F. Johnson (if more than one Lessee, cross out 2 of the following that do not apply) (as joint tenants) (~~as tenants in common~~) (~~as tenants by the entirety~~) of Hudson & Money Creek Twp, County of McLean, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

Lot 07 in Block 04 in Camp Kickapoo, according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois.

2. TERM OF LEASE. The term of this Lease shall be for a term commencing (cross out the one that does not apply) (~~on the date of this Lease~~) (on January 1 following the date of this Lease) and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT.

A. Lessee shall pay as rent yearly, in advance, on or before the first day of January of each year, the amount designated hereafter:

1) If this Lease is executed prior to January 1, 1998, rent shall be charged at the rate of 15¢ ($.15) per $100 of equalized assessed value (hereafter EAV) for said property, including land and improvements, as determined by the Supervisor of Assessments of McLean County, Illinois. Said rate will remain in effect upon assignment of this Lease to (a) Lessee's spouse or to a corporation, trust or other entity created by Lessee or Lessee's spouse if Lessee or Lessee's spouse occupies the property immediately after said assignment, or (b) a Lessee

who paid fair market value for the property (i.e., a purchaser) prior to January 1, 1998 for the assignment of the prior Lease.

2) If this Lease is executed by a Lessee who, after December 31, 1997, paid fair market value for an assignment of a Lease on which the rent was 15¢ ($.15) per $100 EAV, the rent shall be charged at the rate of 40¢ ($.40) per $100 EAV. This rate will remain in effect throughout the remainder of the term of this Lease regardless of subsequent assignments thereafter.

3) If the Lessee is not eligible for the 15¢ ($.15) ~~or 40¢ ($.40) per $100 EAV rental rate, the rent shall be charged at the rate of _____¢ ($._____) per $100 EAV~~.

SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.

B. In the event the system of real estate taxation is changed from its present basis of assessment at no more than one-third of market value, the assessed value as then determined by the Supervisor of Assessments of McLean County will be adjusted so that it will reflect no more than one-third of the market value of the premises. If assessed value is no longer used as the basis of taxation, then the annual changes in the Consumer Price Index, or successor index, for all items for the Chicago region, published by the United States Department of Labor will be the basis for determining changes in the property value for purpose of calculating the annual rent with the following condition. Either City or Lessee may review the value of the property as adjusted by the Consumer Price Index every five years to compare it to the actual fair market value of the property. If the property value determined by the formula set forth in this lease is five percent (5%) or more greater or less than the actual fair market value of the property, the rent for that year shall be recalculated using one third of the actual fair market value and rent adjustments for all subsequent years shall be based on the actual fair market value as adjusted for changes in the Consumer Price Index. If the Consumer Price Index or its successor index is no longer published by the United States Department of Labor or is no longer used, an appropriate economic indicator will be used to determine the annual change in rent, if any.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made available to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no residence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not withhold its consent to a sale, assignment or transfer of this Lease if Lessee is not in default as defined in paragraph 13 and the sale, assignment or transfer is made in accordance with all applicable City ordinances and such rules and regulations as adopted by the City from time to time pursuant to paragraph 10. City will promptly issue a new Lease to the new Lessee containing the same terms as this lease. Thereupon, this Lease will automatically terminate and the parties will be freed of any obligations thereunder. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS.Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely be cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then Lessor may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. TERMINATION BY LESSEE. Lessee shall have the right to terminate this Lease upon sixty (60) days written notice to the City of Bloomington and, in that event, Lessee may remove any improvements from the property and shall restore the ground to the condition it was in when first leased to the City. Any improvements remaining on the property after the Lease terminates shall be deemed abandoned by the Lessee and shall become the property of the City.

15. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

16. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Paragraph 2.

17. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City

City of Bloomington
City Hall
109 E. Olive Street
Bloomington, IL 61701

Lessee Name and Mailing Address

Raymond C. and Joan F. Johnson
107 Oakview Ave.
Joliet, IL 60433

18. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

By: _____
Its Mayor

Attest:

_____

-Lessee-

Raymond C. Johnson

Joan F Johnson

MEMO

TO: Bob Yehl, Water Dept.

FROM: Renee Gooderham, Records & Information Manager

DATE: June 14, 2017

SUBJECT: Lake Bloomington Lease Transfer

A Petition and Lake Lease Transfer request has been submitted for Lots 7 in Block 4 in Camp Kickapoo, from Raymond & Joan Johnson to Johnson Family Trust – Karla R. Farr Trustee. Attached please find the Lake Lease Transfer documents.

EAV for this property is $139,824. The Lake Lease is currently at a rate of .15 cent per $100 EAV, $209-74. The lake lease rate will increase to .40 per EAV. The PIN number is 08-06-376-006.

Please prepare a Council memorandum for the next available council meeting.

If you have any questions or require additional information, please contact the Clerk's Office.

Thank you for your prompt attention to this matter.

cc: Legal Dept.

McLean County
Health Department
Partners in Prevention

McLean County Health Department
200 West Front Street, Room 304
Bloomington, IL 61701

May 18, 2017

Mr. Raymond Johnson
107 Oakview Avenue
Joliet, IL 60433

Re: Septic Permit #17-14016
Parcel #08-06-376-006
Lot 175, Lake Bloomington - Kickapoo Subdivision

Dear Mr. Johnson:

On May 5, 2017, this department received a septic system evaluation report from Mr. Daryl Tolan, a McLean County licensed private sewage system installer, regarding the above-referenced property. The septic system evaluation was performed on May 4, 2017 and the following deficiency was noted:

- The lift station does not have enough volume for 1.5 times the daily flow and does not have a dual pump.

In summary, the septic tank was installed in 2017 and the seepage field was installed in 1980. The seepage field is now approximately 37 years old. This office considers the average life expectancy of a septic system to be 20 to 25 years. The property has been used seasonally and is currently vacant. The system may evaluate differently under normal use conditions.

For information on routine operation and maintenance of your septic system, please visit our website at www.health.mcleancountyil.gov.

If you have any questions, please contact Mr. Scott Cook, with this department, at (309) 888-5482.

Respectfully,

Thomas J. Anderson
Director of Environmental Health

cc: Mr. Daryl Tolan, Tolan's Excavating, Inc.
Mr. Rick Twait, City of Bloomington

TJA:AC:hm

AC-0601-17-128

EVALUATION REPORT FOR A MCLEAN COUNTY PRIVATE SEWAGE DISPOSAL SYSTEM

For Office Use Only
Log #: 17-128
Date Received: 5-5-17

This form is to be used for all inspections or evaluations of existing septic systems in McLean County. It is essential that the inspection be as complete as possible to determine the condition of the entire system. This includes interviewing the person who resides at or uses the building the septic system serves. Please complete all sections of the form that apply to the septic system you are evaluating. The tank must be uncovered with the baffles, liquid and sludge depths checked. At a minimum, the field must be probed to determine if there is water standing in the trenches. Upon probing, if it is determined there is water standing in the trenches, the Health Department highly recommends a minimum of two locations in the trenches be exposed to determine the condition of the rock and pipe. Any sign the system is failing or has not functioned properly must be thoroughly documented on this report. Place all comments in the comment section on the last page.

This evaluation is NOT FINAL until the McLean County Health Department has reviewed the information in this evaluation and issued a letter regarding the information to the parties listed in the evaluation.

1. Current Owner Information:
Name: Raymond Johnson
Address: 107 OAKview Ave.
Joliet IL 60433
Phone #: Day: 815-722-4336 Home: _____

2. Requestor Information:
Name: Same
Address: _____
_____
Phone #: Day: _____ Home: _____

3. Property Information:
Parcel Number (Tax ID): 08-06-376-006 Date Evaluation Performed: 5-4-17
Address of property evaluated: 24415 Rev Smith Memorial Hudson 61748 Sub. & Lot: LK Blm - Kickapoo Lot 175
Permit available from Health Dept.: Yes ☒ No ☐ Permit Number: 17-14016

4. Interview Information:
Person interviewed: Ray Johnson
Age of home (years): About 83
Date last occupied: Just Summer
Has tank ever been pumped: Yes ☐ No ☐
Original owner: Yes ☐ No ☒
Intended for seasonal use: Yes ☒ No ☐
Number of occupants: 2
If yes, how often: new tank

5. Interior Evaluation:
Number of bedrooms: 1
Garbage disposal: Yes ☐ No ☒
Toilet tanks and other fixtures have evidence of leakage or overflow: Yes ☐ No ☒
Water softener discharges to: CITS
Clothes washer discharges to: none
Dishwasher discharges to: None
Hot tub discharges to: none
Basement plumbing fixtures:
a. _____
b. _____
c. _____
d. _____
Discharge locations:
a. _____
b. _____
c. _____
d. _____
Basement floor drains discharge to: _____
Garage floor drains discharge to: into garage
Sump pit/pump discharges to: none
Downspouts discharge to: surface

Environmental Health
MAY 05 2017
MCHD

6. **Exterior Evaluation Points:**

A. SEPTIC TANK(s) -- This Section N/A ☐

All tanks must not be pumped before the inspection, but should be pumped after the inspection, if needed.

Tank One: N/A ☐	Yes	No	Tank Two: N/A ☒	Yes	No
Depth of soil to top of tank: 14 inches			Depth of soil to top of tank: _____ inches		
Tank has access within 12" of ground surface:	☒	☐	Tank has access within 12" of ground surface:	☐	☐
Size: 1000 gallons Type: Plastic			Size: _____ gallons Type: _____		
Meets current code:	☒	☐	Meets current code:	☐	☐
Tank lids in good condition:	☒	☐	Tank lids in good condition:	☐	☐
Inlet baffle in good condition:	☒	☐	Inlet baffle in good condition:	☐	☐
Evidence of solids on inlet baffle:	☐	☒	Evidence of solids on inlet baffle:	☐	☐
Outlet baffle in good condition:	☒	☐	Outlet baffle in good condition:	☐	☐
Evidence of solids on outlet baffle:	☐	☒	Evidence of solids on outlet baffle:	☐	☐
Water standing in outlet:	☐	☒	Water standing in outlet:	☐	☐
Water level below outlet:	☐	☒	Water level below outlet:	☐	☐
Tank needs to be pumped:	☐	☒	Tank needs to be pumped:	☐	☐
Outlet device/filter on tank:	☐	☒	Outlet device/filter on tank:	☐	☐
Type: _____			Type: _____		
Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☐			Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☐		

B. SEEPAGE FIELD -- This Section N/A ☐

Depth to top of field: 12 inches to 23 inches

Square feet of field: 303 square feet

	Yes	No
Meets current code sizing requirements:	☒	☐
Seepage standing on ground surface:	☐	☒
Lush vegetation or saturated soil on or near seepage field area:	☐	☒
Evidence that water has ponded over seepage field or the soil is saturated:	☐	☒
Solids or "carry over" material present in the rock or bedding material:	☐	☒

Depth of water in trench: 0 inches

C. SERIAL DISTRIBUTION/STEP-DOWN -- This Section N/A ☐

	Yes	No
Are the serial distribution relief or "step-down" pipes in compliance with Section 905.60 (d) of the code?	☐	☐

D. SEEPAGE BED -- This Section N/A ☐

Depth to top of bed: _____ inches to _____ inches

Square feet of bed: _____ square feet

	Yes	No
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface:	☐	☐
Lush vegetation or saturated soil on or near seepage bed area:	☐	☐
Evidence water has ponded over seepage bed or is soil saturated:	☐	☐
Solids or "carry over" material present in the rock or bedding material:	☐	☐

Depth of water in the bed: _____ inches

E. SAND FILTER -- This Section N/A ☐

Minimum soil cover depth to top of sand filter: _____ inches

Square feet of sand filter: _____ square feet

	Yes	No
Is water standing in the distribution pipes or in the rock that surrounds the pipe:	☐	☐
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface over filter:	☐	☐
Lush vegetation on or near sand filter:	☐	☐
Evidence if water has ponded over sand filter:	☐	☐
Sand filter vented as required:	☐	☐
Vent in good repair:	☐	☐
Chlorinator with screw on cap present:	☐	☐
Chlorinator tube with corrosion resistant handle present:	☐	☐
Evidence of chlorination:	☐	☐
Evidence of restricted flow in chlorinator:	☐	☐
Sample port with screw on cap present:	☐	☐

Where does the contact tank discharge to: (*Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*_____

F. PUMP OR LIFT STATION -- This Section N/A ☐

	Yes	No
Pump chamber an approved design:	☒	☐
Chamber volume 1.5 times the daily flow:	☐	☒
Is there a dual pump:	☐	☒
Alarm present:	☒	☐
Alarm location: AT PIT		
Alarm properly working with audio and visual functions:	☒	☐

G. AEROBIC UNIT -- This Section N/A ☐

Manufacturer: _____ Model number: _____

Size of unit: _____ gallons

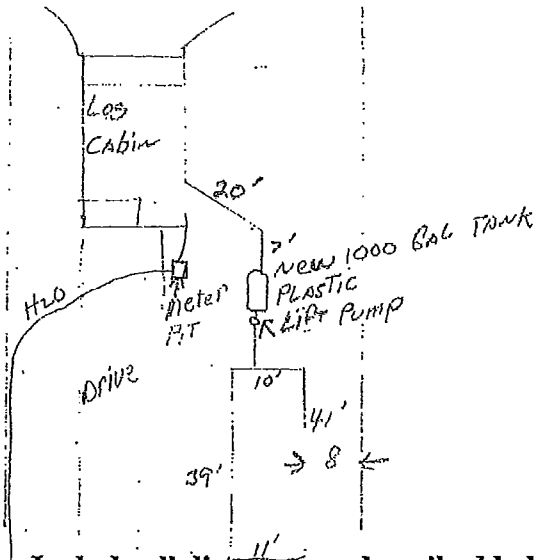
	Yes	No
Pump running at time of inspection:	☐	☐
Current maintenance contract in place:	☐	☐
Who is maintenance contract with: _____		
Alarm present:	☐	☐
Alarm location: _____		
Alarm properly working with audio and visual functions:	☐	☐

Unit discharges to: Seepage field ☐ Seepage bed ☐ Sand filter ☐ Other:_____

If other, what method of chlorination is used:_____

Chlorinator with screw on cap present:	☐	☐
Chlorinator tube with corrosion resistant handle present:	☐	☐
Evidence of chlorination:	☐	☐

Where does the contact tank discharge to: (*Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*_____



Include all distances as described below.
NOTE: Be sure to attach drawing to this report.

The following distances must be verified to ensure all the information is correct and available in the future.

*Well or cistern to: N/A ☐	*Geothermal unit to: N/A ☐	*Building to:
Septic tank: N/A feet	Septic tank: ____ feet	Septic tank: 18 feet
Seepage system: N/A feet	Seepage system: ____ feet	Seepage system: 48 feet
Sand filter: N/A feet	Sand filter: ____ feet	Sand filter: ____ feet
Effluent tile: N/A feet	Effluent tile: ____ feet	Effluent tile: ____ feet
Effluent discharge: ____ feet	Effluent discharge: ____ feet	Effluent discharge: ____ feet
Geothermal unit: ____ feet	Aerobic unit: ____ feet	Geothermal unit: ____ feet
Aerobic unit: ____ feet		Aerobic unit: ____ feet
***Water line to:**	***Body of water to: N/A ☐**	
Septic tank: 17 feet	Septic tank: 75+ feet	
Seepage system: 86 feet	Seepage system: 100+ feet	
Sand filter: ____ feet	Sand filter: ____ feet	
Effluent tile: ____ feet	Effluent tile: ____ feet	
Effluent discharge: ____ feet	Effluent discharge: ____ feet	
Aerobic unit: ____ feet	Aerobic unit: ____ feet	

Comments:

This section is to include any maintenance (pumping) repairs or problems in the history of the septic system. Write any observations and/or conclusions made by probing or excavating the seepage field or sand filter. A serial distribution system must include the condition of each level of field or trench.

TANK WAS Leaking, replaced with new plastic 1000 gal. TANK. risers to with end 4".

The Lift pit is about 20 gal

There is a ALARM system AT Lift pit

This is the condition I found the septic system on this day. This evaluation is not and should not be considered a guarantee of how the sewage disposal system may function at any time in the future.

DARYL L TOLAN

Inspector Name (print)

Daryl Tolan

Signature

5-4-2017

Date

McLEAN COUNTY HEALTH DEPARTMENT

200 W. Front Street
Bloomington, Illinois 61701
Telephone (309) 888-5482
Fax (309) 888-5506

FINAL APPROVAL OF SEWAGE DISPOSAL SYSTEM INSTALLATION

Permit Number:	17-14016
Applicant:	Raymond C. Johnson
Present Address	107 Oakview Avenue Joliet, IL 60433
Phone Number:	Daytime: (815) 722-4336 Home: same
Location of Proposed System:	Parcel #08-06-376-006 Lot 175, Lake Blm. - Kickapoo
Township:	Money Creek
Installer:	Daryl Tolan
System installed:	Septic Tank
Permit Issue Date:	4/21/2017

DLT JRH

Inspected by: _____ (Sanitarian) Date: 05/16/2017

The inspection and approval of your private sewage disposal system is in no way to be considered a written guarantee that the system will give indefinite and trouble-free service. This statement is made because (1) layout and sizing of the system was based upon information submitted by the applicant and the installer and (2) the Health Department has no control over day-to-day operation of the system.

As the property owner you are now responsible for the day-to-day operation of your private sewage disposal system. In order to prolong the usefulness and life expectancy of the system, the following points shall be noted:

1. The septic tank should be pumped every 3 to 5 years to protect the seepage field or sand filter from premature clogging with sludge and solids.

2. The use of excessive amounts of detergents, chemicals and water in general, which will accelerate soil clogging and seepage field or sand filter failure, should be restricted.

3. Buried sand filters shall be chlorinated in accordance with the Code.

4. The following additional waste loads shall not be added onto the system without first providing for the necessary system enlargement:

   a. Garbage disposal units.
   b. Increase in the number of persons beyond two per bedroom using the system.
   c. Increase in the number of bedrooms or rooms such as dens, studies, etc., having closet space that could easily be converted into a bedroom.

If you have any questions regarding this permit, please contact this department at the telephone number listed on the first page heading.

☐ Applicant's Completed Copy
☐ Zoning's Completed Copy
☐ Installer's Completed Copy
☐ Health Department's Completed Copy

0601-JMH

Keyrick FH 80-1440

2017

McLean County Health Department
200 West Front Street, Room 304
Bloomington, IL 61701
(309) 888-5482

For Office Use
Permit # 17-14,016
Parcel # 08-06-376-006
Installer Daryl Tolen
Approval Date 04/21/2017 ITC # 2

APPLICATION FOR PERMIT TO CONSTRUCT A PRIVATE SEWAGE DISPOSAL SYSTEM

Daytime Ph (815) 722-4336

1. Name (Owner): Raymond C Johnson Home Ph. (815) 722-4336
2. Present Mailing Address: 107 Oakview Ave. Joliet IL 60433
3. This application is for a: New House _____ Existing House X
4. Property Address, Lot Number, and Subdivision of Proposed System: 24415 Ron Smith Memorial Highway Hudson IL 61748

---

5. Check the following to be installed: ____Aeration Unit(ATU) X Septic Tank(s) ____Holding Tank ____Seepage Field ____Seepage Bed ____Illinois Raised Filter Bed ____Drip Irrigation ____Sand Filter ____ Low Pressure Piping ____ Other(Specify)_____

---

6. The house will have a garbage disposal: Yes _____ No X
7. Number of Bedrooms: 1 *Please Note*: Any room(s) planned for use as a den, study, etc., having a closet and can be readily converted into a bedroom, must be classified as a bedroom. RJ
Homeowner's Initials

TABLE OF MINIMUM SEPTIC TANK LIQUID CAPACITY REQUIREMENTS		
Number of Bedrooms	Without a Garbage Disposal	With a Garbage Disposal
(1 or 2)	750 gal.	1125 gal.
3	1000 gal.	1500 gal.
4	1250 gal.	2000 gal.
5	1500 gal.	2200 gal.

8. Liquid capacity of septic tank(s) to be installed (based upon above table). 1000 gal.

---

9. The house will have a water softener: Yes _____ (Backwash volumes needed) No X RJ
Specification sheet must be provided — Homeowner's Initials
Manufacture and Model #:_____ NSF Efficiency Rated _____ Yes _____ No

---

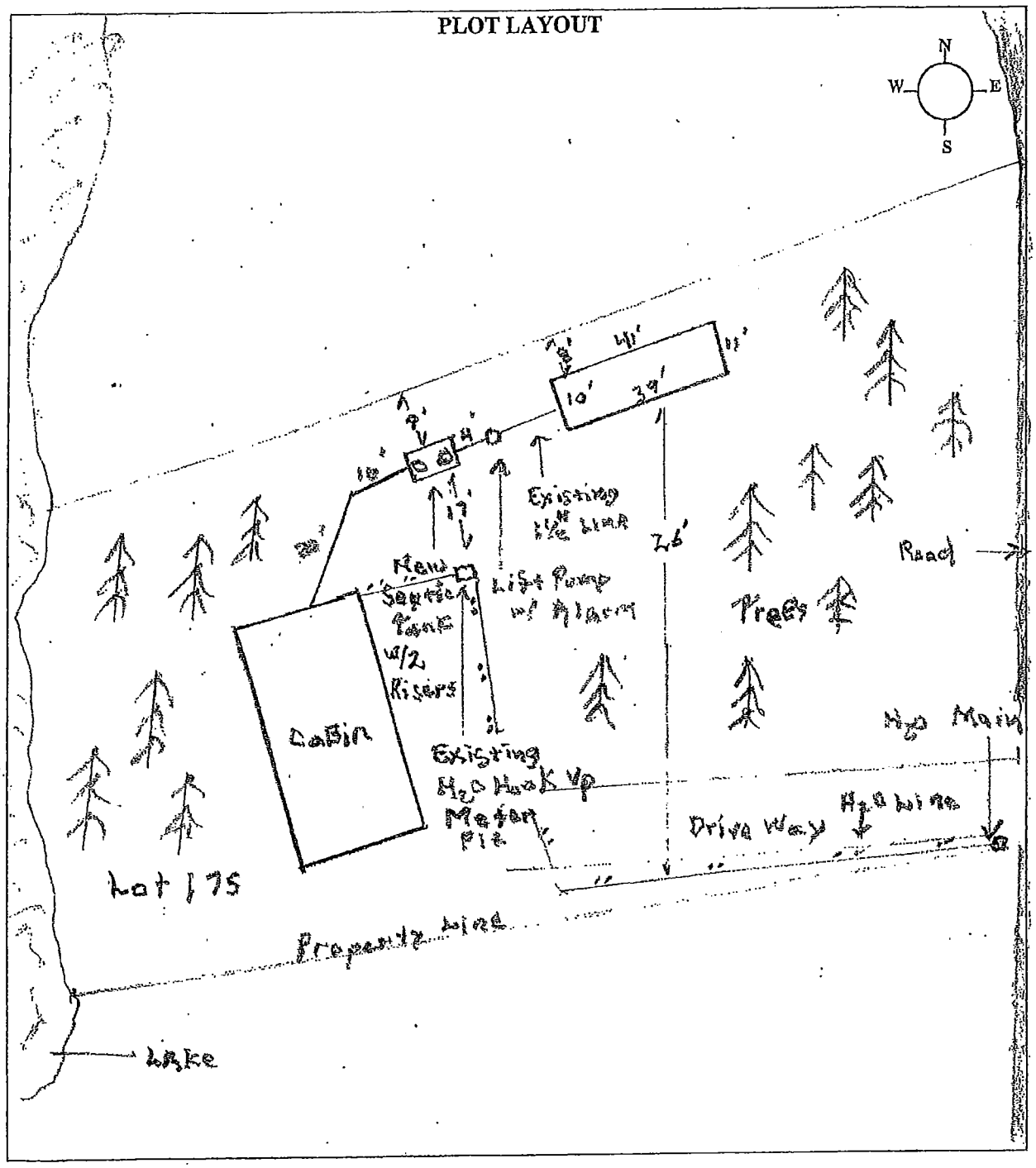
10. The system will be installed at a depth range of Tank only.

11. Soil Evaluation Information (must be attached):

Application Rate = _____ square feet per bedroom Depth of Limiting Layer = _____ inches

12. Multiply _____ (Square feet of seepage field or sand filter(200) required per bedroom) X _____ (Number of bedrooms) = _____ (Total Sq. Ft. Required (multiply by 1.5 for seepage bed))

PLOT LAYOUT



FOR OFFICE USE ONLY

1. Permit # 17-14016
2. Owner Raymond C. Johnson
3. Installer Daryl Tolen
4. Tank Mfg. Infiltrator Size 1000 gallon
5. Sq. Ft. of Field/S.F. 303' Existing
6. Inspection Date 5/3/2017
7. Inspector Scott A. Cook

\FORMS\0601-10 MCHD 03/00

LAKE BLOOMINGTON LEASE TRANSFER PETITION

That the purchase price and rentals having been paid to the City of Bloomington for:
Lot 7 Block 4 of Camp Kickapoo
I respectfully petition the City Council of the City of Bloomington, Illinois to approve the transfer of the Lease on the above property:
From: Raymond C. Johnson and Joan F. Johnson (Sellers Name)
To: Karla R. Farr, Trustee of the Johnson Family Trust dated May 16, 2016 (Buyers Name)

Raymond C Johnson
Raymond C Johnson POA (Signatures of Seller)

****

To the Honorable Mayor and City Council of the City of Bloomington, Illinois:
Now comes Karla R. Farr, Trustee of the Johnson Family Trust dated May 16, 2016 (Buyer) and respectfully shows that He/She/They became the purchaser of all right, title and interest of Raymond C. Johnson and Joan F. Johnson (Seller) In and to the Lease made on the (Date) _____ upon the above property, all located in McLean County, Illinois, together with all the improvements, buildings and appurtenances thereon situated and thereunto belonging, and that the said (Seller) : Raymond C. Johnson and Joan F. Johnson has executed deed of transfer of their interest in said premises and an assignment of the Leases therefore your petitioner.

Petitioner further shows that in and by the terms of said Leases it was provided that the Lessee shall not sell, assign or transfer said premises without the written consent of the Lessor.

Petitioner therefore prays that the written consent to said transfer may be forthwith provided by the said Lessor, the City of Bloomington, Illinois and your petitioner has submitted herewith a form of said written consent.

Respectfully submitted,

Karla R Farr, trustee

(Signature of Buyer(s))

****

WRITTEN CONSENT TO TRANSFER INTEREST IN LEASES UPON LOT 07 BLOCK 04 CAMP KICKAPOO OF LAKE BLOOMINGTON.

Now comes the City of Bloomington and gives this, its written consent to the assignment on all right, title and interest of (seller) : Raymond C. Johnson and Joan F. Johnson in and to the premises known as Lot 07 Block 04 in Camp Kickapoo, McLean County, Illinois and to the leases thereon executed by the City of Bloomington, Illinois.

Said consent to said assignment and transfer however, is with the express understanding that the said Lessor retains all right in said leases provided, and particularly its right to the payment of any unpaid rental thereon with all legal remedies incidental thereto.

Executed this _____ day of _____, _____.

Tari Renner, Mayor

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the _____ day of _____, 2016 between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called CITY and Karla R. Farr, Trustee of the Johnson Family Trust dated May 16, 2016 **(if more than one Lessee, cross out 2 of the following that do not apply)** (as joint tenants) (as tenants in common) (as tenants by the entirety) of 107 Oakview, Joliet, IL, County of Will, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

   Lot 07 in Block 04 in Camp Kickapoo according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois.

2. TERM OF LEASE. The term of this Lease shall be for a term commencing **(cross out the one that does not apply)** (on the date of this Lease) (on January 1 following the date of this Lease) and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

A. Lessee shall pay as rent yearly, in advance, on or before the first day of January of each year, the amount designated hereafter:

   1) If this Lease is executed prior to January 1, 1998, rent shall be charged at the rate of 15¢ ($.15) per $100 of equalized assessed value (hereafter EAV) for said property, including land and improvements, as determined by the Supervisor of Assessments of McLean County, Illinois. Said rate will remain in effect upon assignment of this Lease to (a) Lessee's spouse or to a corporation, trust or other entity created by Lessee or Lessee's spouse if Lessee or Lessee's spouse occupies the property immediately after said assignment, or (b) a Lessee who paid fair market value for the property (i.e., a purchaser) prior to January 1, 1998 for the assignment of the prior Lease.

   2) If this Lease is executed by a Lessee who, after December 31, 1997, paid fair market value for an assignment of a Lease on which the rent was 15¢ ($.15) per $100 EAV, the rent shall be charged at the rate of 40¢ ($.40) per $100 EAV. This rate will re-

main in effect throughout the remainder of the term of this Lease regardless of subsequent assignments thereafter.

3) If the Lessee is not eligible for the 15¢ ($.15) or 40¢ ($.40) per $100 EAV rental rate, the rent shall be charged at the rate of _____¢ ($._____) per $100 EAV.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

B. In the event the system of real estate taxation is changed from its present basis of assessment at no more than one-third of market value, the assessed value as then determined by the Supervisor of Assessments of McLean County will be adjusted so that it will reflect no more than one-third of the market value of the premises. If assessed value is no longer used as the basis of taxation, then the annual changes in the Consumer Price Index, or successor index, for all items for the Chicago region, published by the United States Department of Labor will be the basis for determining changes in the property value for purpose of calculating the annual rent with the following condition. Either City or Lessee may review the value of the property as adjusted by the Consumer Price Index every five years to compare it to the actual fair market value of the property. If the property value determined by the formula set forth in this lease is five percent (5%) or more greater or less than the actual fair market value of the property, the rent for that year shall be recalculated using one third of the actual fair market value and rent adjustments for all subsequent years shall be based on the actual fair market value as adjusted for changes in the Consumer Price Index. If the Consumer Price Index or its successor index is no longer published by the. United States Department of Labor or is no longer used, an appropriate economic indicator will be used to determine the annual change in rent, if any.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made available to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the. City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no resi-

dence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not withhold its consent to a sale, assignment or transfer of this Lease if Lessee is not in default as defined in paragraph 13 and the sale, assignment or transfer is made in accordance with all applicable City ordinances and such rules and regulations as adopted by the City from time to time pursuant to paragraph 10. City will promptly issue a new Lease to the new Lessee containing the same terms as this lease. Thereupon, this Lease will automatically terminate and the parties will be freed of any obligations thereunder. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS. Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then Lessor may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. TERMINATION BY LESSEE. Lessee shall have the right to terminate this Lease upon sixty (60) days written notice to the City of Bloomington and, in that event, Lessee may remove any improvements from the property and shall restore the ground to the condition it was in when first leased to the City. Any improvements remaining on the property after the Lease terminates shall be deemed abandoned by the Lessee and shall become the property of the City.

15. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

16. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Paragraph 2.

17. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City

City of Bloomington
City Hall
109 E. Olive Street
Bloomington, IL 61701

Lessee Name and Mailing Address

Johnson Family Trust
107 Oakview Ave, Joliet, IL 60433

Lessee Billing Address

Johnson Family Trust
107 Oakview Ave, Joliet, IL 60433

18. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

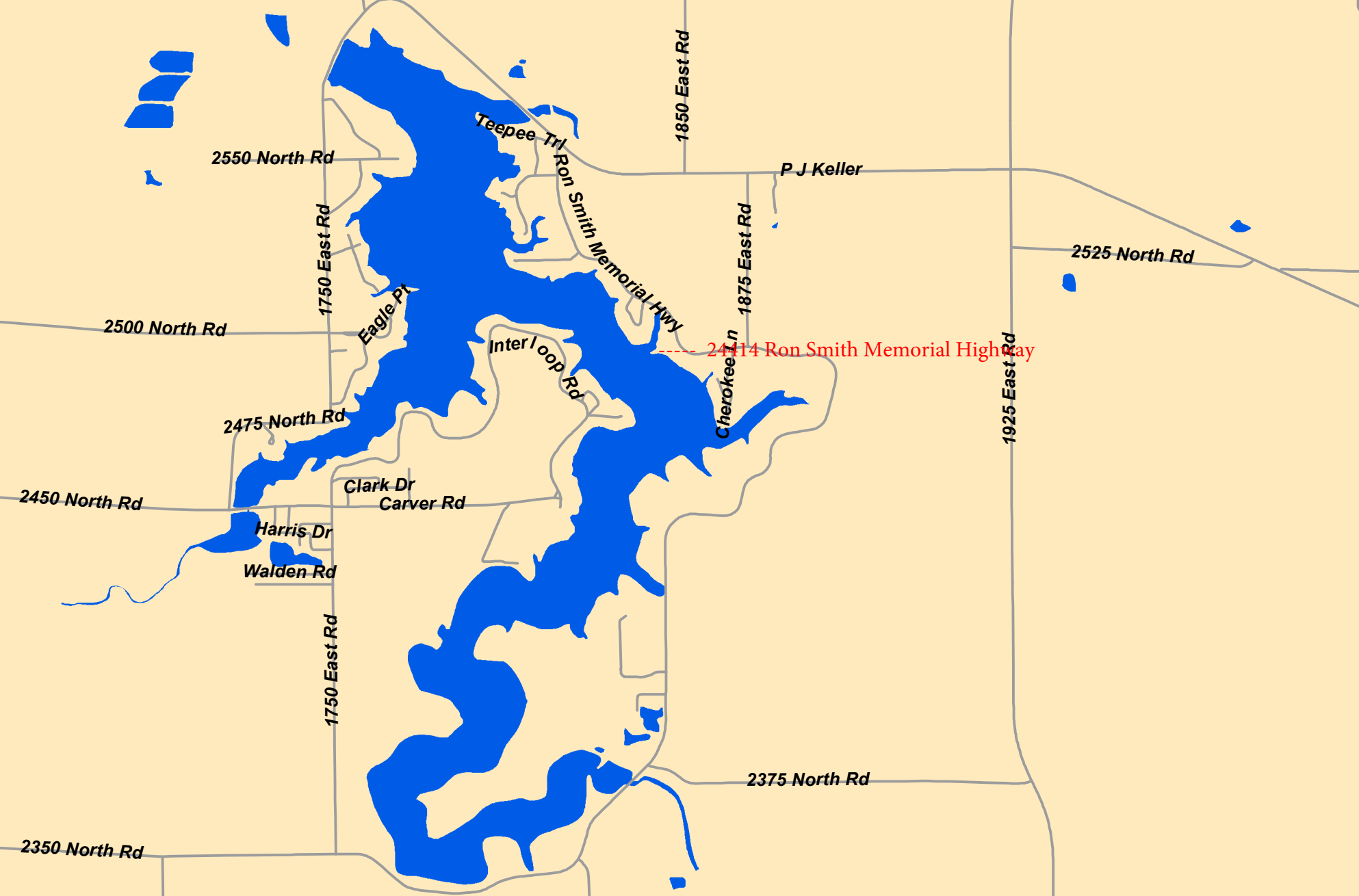
By: _____
Tari Renner, Mayor

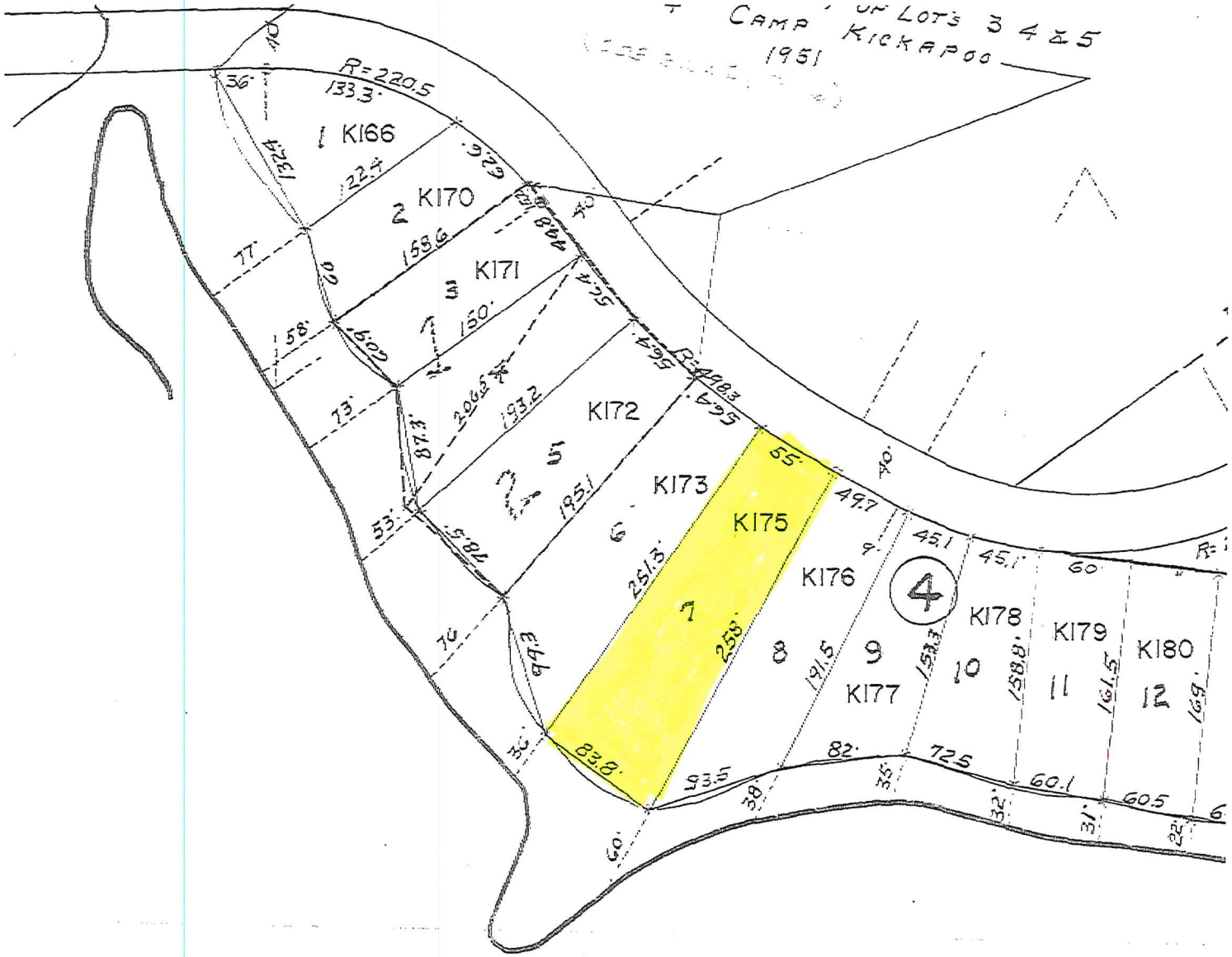
Attest:

_____
Cherry Lawson, City Clerk

-Lessee-

Karla R. Farr, trustee
Johnson Family Trust, Karla R. Farr, Trustee


Teepee Trl
1850 East Rd
2550 North Rd
P J Keller
Ron Smith Memorial Hwy
1750 East Rd
1875 East Rd
2525 North Rd
Eagle Pt
2500 North Rd
Inter Loop Rd
24414 Ron Smith Memorial Highway
Cherokee Ln
1925 East Rd
2475 North Rd
Clark Dr
2450 North Rd
Carver Rd
Harris Dr
Walden Rd
1750 East Rd
2375 North Rd
2350 North Rd


CAMP OF LOTS 3 4 & 5
1951
KICKAPOO
R=220.5
133.3'
1 K166
132.4'
122.4'
2 K170
158.6'
3 K171
150'
R=498.3
193.2'
K172
4 K173
195.1'
5
K175
251.3'
255'
7
6
K176
8
9
K177
10
K178
11
K179
12
K180
4
45.1'
60'
49.7'
55'
40'
83.8'
93.5'
82'
72.5'
60.1'
60.5'
38'
35'
32'
31'
22'
60'
36'
76'
73'
77'
58'
53'

Johnson Leased Lot (Lot 7 BLK 4) Structures on Marginal Land and Reservoir

Legend

- Parcels
- Citations

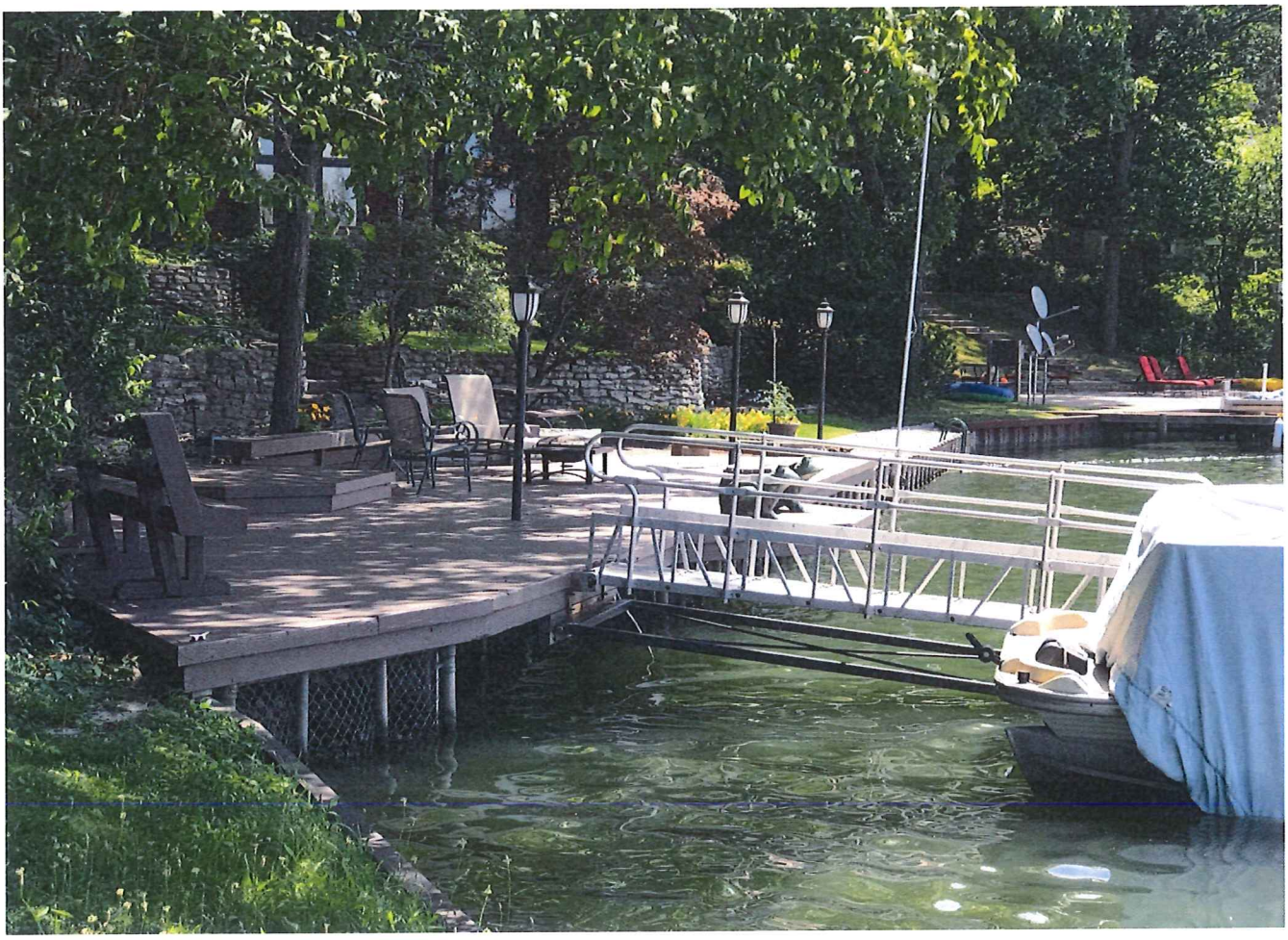
0 0.02 0.0 Miles

1: 1,128

By using any McGIS products or services, you indicate your acceptance of the Licensing Agreement: http://www.McGIS.org/License

Printed: 6/16/2017 4:48:42 PM

Notes



CONSENT AGENDA ITEM NO. 7M

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving a petition for the Lake Bloomington Lease Transfer of Lot 19 in Block 3 of Camp Kickapoo, from Mark and Karen Oostman to David and Laura Elkins.

RECOMMENDATION/MOTION: That the Lake Lease Transfer be approved, subject to the septic system conditions included in the McLean County Health Department's June 21, 2017, letter and the new lease holder applying for permits for existing non-leased marginal land and reservoir improvements within six (6) months of transfer, and further contingent upon the transferee providing documentation of the sale of the house located on the property, and that the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services.

BACKGROUND: The sewage disposal system letter from the McLean County Health Department was completed on June 21, 2017. This letter provides regulation requirements for surface discharging septic installations.

In addition, the evaluation report of June 5, 2017, from Ms. Chelsea Zeschke indicates that the seepage field is a minimum of sixty-nine (69) square feet too small and that it is allowed to remain as is until the septic system is repaired or replaced. The letter also noted that the alarm for the pump system is located in the basement. This also may remain as is until the septic system is repaired or replaced.

This septic system was installed in 1992 and is now approximately 25 years old. The McLean County Health Department considers the average life expectancy of a septic system to be between 20-25 years. However, this can be affected greatly by usage patterns of the premised (seasonal versus full time occupancy) and system maintenance. Though useful life of a sewage disposal system can extend past the average life span noted by the McLean County Health Department, Staff cannot accurately estimate the useful life remaining in the existing system.

If the system were to fail, the resident would be responsible for cost associated with repair of the system and there is a possibility, based on the size of the leased lot, the resident would not have any viable repair/replacement options. Currently a City owned sanitary sewage collection system does not exist at Lake Bloomington and therefore the City is not in a position to assist the resident in the event of sewage disposal system failure.

Staff has reviewed the lot and found that a seawall has been constructed on the City owned reservoir and non-leased marginal land as well as two boat docks and a deck. Staff has performed a search of permits issued for the Lake Bloomington community and found that no permits have been issued for Lot 19 in Block 3 in Camp Kickapoo. Staff recommends that the transfer be subject to the new lease holder applying for a permit for this existing non-leased marginal land and reservoir improvements within six (6) months of the lease transfer. Further, it should be noted that City Code Chapter 23, Section 53, provides that permits shall not be transferable, and that all benefits which may be derived therefrom shall accrue only to the person to whom the permit is originally issued. Photos of the existing non-leased marginal land and reservoir improvements have been attached.

Staff recommends approval of the lease transfer subject to the septic system conditions included in the McLean County Health Department's June 21, 2017, letter, and also subject to the new lease holder applying for a permit for existing non-leased marginal land and reservoir improvements within six (6) months of transfer.

The Lake Lease Transfer, following approval by Council, will be contingent upon buyer providing proper documentation of the closing of this property sale prior to execution of the lease transfer.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: McLean County Health Department

FINANCIAL IMPACT: This petition will have a neutral financial impact in that the current lease uses the formula of $0.40 per $100.00 Equalized Assessed Value for determining the Lake Lease Fee. With this transfer, the Lake Lease formula will remain at the current formula of $0.40 per $100.00 Equalized Assessed Value. With the continued lake lease formula, this lease income will generate about $550.22 per year in lease income. This lake lease income will be recorded in the Lake Maintenance – Lease Income account (5010014-57590). Stakeholders can locate this in the FY 2018 Proposed Budget Book titled "Proposed Other Funds Budget" on page 116.

COMMUNITY DEVELOPMENT IMPACT: Not Applicable

Link to Comprehensive Plan/Downtown Plan Goals: Not Applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: Not Applicable

Respectfully submitted for Council consideration.

Prepared by:	Joseph M. Darter, Miscellaneous Technical Assistant
Reviewed by:	Robert Yehl, PE, Water Director Steve Rasmussen, Assistant City Manager
Financial & budgetary review by:	Chris Tomerlin, Budget Analyst

Carla A. Murillo, Budget Manager

Community Development review by: (CD fill in once reviewed – name, title)

Legal review by: George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Current Lease
- City Clerk Memo
- Lake Lease Transfer Petition
- McLean County Health Department Letter and Evaluation Report
- Lake Lease Agreement
- Location Map
- Plat
- Unpermitted Structures Map
- Photographs of Unpermitted Structures

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the 30th day of May, 2017 between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called CITY and

Mark A. Oostman and Karen Oostman

(if more than one Lessee, cross out 2 of the following that do not apply) (as joint tenants) (~~as tenants in common~~) (~~as tenants by the entirety~~) of , Bloomington , County of McLean, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

   Lot 19 in Block 3 in Camp Kickapoo according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois.

   PIN (22) 08 09 353 021

2. TERM OF LEASE. The term of this Lease shall be for a term commencing (**cross out the one that does not apply**) (on the date of this Lease) (on January 1 following the date of this Lease) and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

A. Lessee shall pay as rent yearly, in advance, on or before the first day of January of each year, the amount designated hereafter:

   ~~1) If this Lease is executed prior to January 1, 1998, rent shall be charged at the rate of 15¢ ($.15) per $100 of equalized assessed value (hereafter EAV) for said property, in-~~

cluding land and improvements, as determined by the Supervisor of Assessments of McLean County, Illinois. Said rate will remain in effect upon assignment of this Lease to (a) Lessee's spouse or to a corporation, trust or other entity created by Lessee or Lessee's spouse if Lessee or Lessee's spouse occupies the property immediately after said assignment, or (b) a Lessee who paid fair market value for the property (i.e., a purchaser) prior to January 1, 1998 for the assignment of the prior Lease.

2) If this Lease is executed by a Lessee who, after December 31, 1997, paid fair market value for an assignment of a Lease on which the rent was 15¢ ($.15) per $100 EAV, the rent shall be charged at the rate of 40¢ ($.40) per $100 EAV. This rate will remain in effect throughout the remainder of the term of this Lease regardless of subsequent assignments thereafter.

3) If the Lessee is not eligible for the 15¢ ($.15) or 40¢ ($.40) per $100 EAV rental rate, the rent shall be charged at the rate of _____¢ ($._____) per $100 EAV.

SELECT THE RENT TO BE PAID BY CORSSING OUT 2 OF THE 3 RENT OPTIONS.

B. In the event the system of real estate taxation is changed from its present basis of assessment at no more than one-third of market value, the assessed value as then determined by the Supervisor of Assessments of McLean County will be adjusted so that it will reflect no more than one-third of the market value of the premises. If assessed value is no longer used as the basis of taxation, then the annual changes in the Consumer Price Index, or successor index, for all items for the Chicago region, published by the United States Department of Labor will be the basis for determining changes in the property value for purpose of calculating the annual rent with the following condition. Either City or Lessee may review the value of the property as adjusted by the Consumer Price Index every five years to compare it to the actual fair market value of the property. If the property value determined by the formula set forth in this lease is five percent (5%) or more greater or less than the actual fair market value of the property, the rent for that year shall be recalculated using one third of the actual fair market value and rent adjustments for all subsequent years shall be based on the actual fair market value as adjusted for changes in the Consumer Price Index. If the Consumer Price Index or its successor index is no longer published by the. United States Department of Labor or is no longer used, an appropriate economic indicator will be used to determine the annual change in rent, if any.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made avail-

able to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the. City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no residence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not withhold its consent to a sale, assignment or transfer of this Lease if Lessee is not in default as defined in paragraph 13 and the sale, assignment or transfer is made in accordance with all applicable City ordinances and such rules and regulations as adopted by the City from time to time pursuant to paragraph 10. City will promptly issue a new Lease to the new Lessee containing the same terms as this lease. Thereupon, this Lease will automatically terminate and the parties will be freed of any obligations thereunder. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS. Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then Lessor may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. TERMINATION BY LESSEE. Lessee shall have the right to terminate this Lease upon sixty (60) days written notice to the City of Bloomington and, in that event, Lessee may remove any improvements from the property and shall restore the ground to the condition it was in when first leased to the City. Any improvements remaining on the property after the Lease terminates shall be deemed abandoned by the Lessee and shall become the property of the City.

15. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

16. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Paragraph 2.

17. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City

City of Bloomington
City Hall
109 E. Olive Street
Bloomington, IL 61701

Lessee Name and Mailing Address

MARK + KAREN OOSTMAN
25326 ARROWHEAD LANE
HUDSON, IL 61748

Lessee Billing Address

MARK + KAREN OOSTMAN
9 WORTHINGTON
BLOOMINGTON, IL 61704

18. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

By: _____

-Lessee-

_____

Its Mayor

Attest:

Tracy Corbett by Lee Hoskins + May 5, 2012

City Clerk Chief Deputy Clerk

MEMO

TO: Bob Yehl, Water Dept.

FROM: Renee Gooderham, Records & Information Manager

DATE: June 22, 2017

SUBJECT: Lake Bloomington Lease Transfer

A Petition and Lake Lease Transfer request has been submitted for Lots 19 in Block 3 in Camp Kickapoo, from Mark Oostman & Karen L. Oostman to David Elkins & Laura Elkins. Attached please find the Lake Lease Transfer documents.

EAV for this property is $137,554. The Lake Lease is currently at a rate of .40 cent per $100 EAV, $550.22. The lake lease rate will increase to .40 per EAV. The PIN number is 08-06-353-021.

Please prepare a Council memorandum for the next available council meeting.

If you have any questions or require additional information, please contact the Clerk's Office.

Thank you for your prompt attention to this matter.

cc: Legal Dept.

LAKE BLOOMINGTON LEASE TRANSFER PETITION

That the purchase price and rentals having been paid to the City of Bloomington for:
Lot 19 Block 3 of Camp Kickapoo

I respectfully petition the City Council of the City of Bloomington, Illinois to approve the transfer of the Lease on the above property:

From: Mark Oostman and Karen L. Oostman
(Sellers Name)

To: David Elkins and Laura Elkins
(Buyers Name)

By: _____
Mark Oostman, Seller

By: _____
Karen L. Oostman, Seller

****

To the Honorable Mayor and City Council of the City of Bloomington, Illinois:
Now comes David Elkins and Laura Elkins (Buyer) and respectfully shows that they became the purchaser of all right, title and interest of (Seller) Mark Oostman and Karen L. Oostman in and to the Lease made on the (Date) May 30, 2012 upon the above property, all located in McLean County, Illinois, together with all the improvements, buildings and appurtenances thereon situated and thereunto belonging, and that the said (Seller) Mark Oostman and Karen L. Oostman has executed deed of transfer of their interest in said premises and an assignment of the Leases therefore your petitioner.

Petitioner further shows that in and by the terms of said Leases it was provided that the Lessee shall not sell, assign or transfer said premises without the written consent of the Lessor.

Petitioner therefore prays that the written consent to said transfer may be forthwith provided by the said Lessor, the City of Bloomington, Illinois and your petitioner has submitted herewith a form of said written consent.

Respectfully submitted, (Signature of Buyers)

By: _____
David Elkins, Buyer

By: _____
Laura Elkins, Buyer

****

WRITTEN CONSENT TO TRANSFER INTEREST IN LEASES UPON LOT 19 BLOCK 3 CAMP KICKAPOO OF LAKE BLOOMINGTON.

Now comes the City of Bloomington and gives this, its written consent to the assignment on all right, title and interest of (Seller) Mark Oostman and Karen L. Oostman in and to the premises known as Lot 19 Block 3 in Camp Kickapoo, McLean County, Illinois and to the leases thereon executed by the City of Bloomington, Illinois.

Said consent to said assignment and transfer however, it with the express understanding that the said Lessor retains all right in said leases provided, and particularly its right to the payment of any unpaid rental thereon with all legal remedies incidental thereto.

Executed this _____ day of _____, 2017.

_____

Mayor

McLean County
Health Department
Partners in Prevention

McLean County Health Department
200 West Front Street, Room 304
Bloomington, IL 61701

June 21, 2017

Mr. & Mrs. Mark Oostman
25338 Arrowhead
Hudson, IL 61748

Re: Septic Permit #92-8306
Parcel #08-06-353-021
Lot 161, Lake Bloomington - Kickapoo Subdivision

Dear Mr. & Mrs. Oostman:

On June 20, 2017, this department received a septic system evaluation report from Ms. Chelsea Zeschke, a McLean County licensed private sewage system installer, regarding the above-referenced property. The septic system evaluation was performed on June 5, 2017 and the following deficiencies were noted:

- The seepage field is a minimum of 69 square feet too small. This may remain as is until the septic system is repaired or replaced.
- The alarm for the pump system is located in the basement. This may remain as is until the septic system is repaired or replaced.

In summary, the septic system was installed in 1992 and is now approximately 25 years old. This office considers the average life expectancy of a septic system to be 20 to 25 years. The property has been used seasonally and is currently vacant. The system may evaluate differently under normal use conditions.

For information on routine operation and maintenance of your septic system, please visit our website at www.health.mcleancountyil.gov.

If you have any questions, please contact Mr. Scott Cook, of this department, at (309) 888-5482.

Respectfully,

Thomas J. Anderson
Director of Environmental Health

cc: Ms. Chelsea Zescke, Zeschke Septic Cleaning, Inc.
Mr. Rick Twait, City of Bloomington
Mr. & Mrs. Dave Elkins

TJA:AC:hm AC-0601-17-156

Comments:

This section is to include any maintenance (pumping) repairs or problems in the history of the septic system. Write any observations and/or conclusions made by probing or excavating the seepage field or sand filter. A serial distribution system must include the condition of each level of field or trench.

Inlet and outlet located under concrete steps & landscaping. Access was gained through the cleanout and baffles verified via video footage. Tank had 4 inches bottom sludge. Unable to access lift station as it is likely under large stone and landscaping.

This is the condition I found the septic system on this day. This evaluation is not and should not be considered a guarantee of how the sewage disposal system may function at any time in the future.

Chelsea M. Zeschke
Inspector Name (print)

CZeschke
Signature

6/7/17
Date

EVALUATION REPORT FOR A MCLEAN COUNTY PRIVATE SEWAGE DISPOSAL SYSTEM

For Office Use Only

Log #: _____

Date Received: _____

This form is to be used for all inspections or evaluations of existing septic systems in McLean County. It is essential that the inspection be as complete as possible to determine the condition of the entire system. This includes interviewing the person who resides at or uses the building the septic system serves. Please complete all sections of the form that apply to the septic system you are evaluating. The tank must be uncovered with the baffles, liquid and sludge depths checked. At a minimum, the field must be probed to determine if there is water standing in the trenches. Upon probing, if it is determined there is water standing in the trenches, the Health Department highly recommends a minimum of two locations in the trenches be exposed to determine the condition of the rock and pipe. Any sign the system is failing or has not functioned properly must be thoroughly documented on this report. Place all comments in the comment section on the last page.

This evaluation is NOT FINAL until the McLean County Health Department has reviewed the information in this evaluation and issued a letter regarding the information to the parties listed in the evaluation.

1. Current Owner Information:

Name: Karen & Mark Oostman

Address: 25338 Arrowhead

Hudson

Phone #: Day: (309)826-1158 Home: _____

2. Requestor Information:

Name: Dave & Laura Elkins

Address: 281 E Vallette

Elmhurst, IL 60126

Phone #: Day: (414)807-0419 Home: _____

3. Property Information:

Parcel Number (Tax ID): 08-06-353-021 Date Evaluation Performed: 6/5/17

Address of property evaluated: 25326 Arrowhead, Hudson Sub. & Lot: Lake Bloomington, K-161

Permit available from Health Dept.: Yes ☒ No ☐ Permit Number: 92-8306

4. Interview Information:

Person interviewed: Current Owner

Age of home (years): 33

Date last occupied: 4 times in the last year

Has tank ever been pumped: Yes ☐ No ☒

Original owner: Yes ☐ No ☒

Intended for seasonal use: Yes ☒ No ☐

Number of occupants: Varies

If yes, how often: Not in the last 5 years

5. Interior Evaluation:

Number of bedrooms: 3

Garbage disposal: Yes ☒ No ☐

Toilet tanks and other fixtures have evidence of leakage or overflow: Yes ☐ No ☒

Water softener discharges to: N/A

Clothes washer discharges to: Septic

Dishwasher discharges to: Septic

Hot tub discharges to: N/A

Basement plumbing fixtures:

a. Sink

b. _____

c. _____

d. _____

Discharge locations:

a. Ejection pit to septic

b. _____

c. _____

d. _____

Basement floor drains discharge to: N/A

Garage floor drains discharge to: N/A

Sump pit/pump discharges to: N/A

Downspouts discharge to: Surface

6. Exterior Evaluation Points:

A. SEPTIC TANK(s) -- This Section N/A ☐

All tanks must not be pumped before the inspection, but should be pumped after the inspection, if needed.

Tank One: N/A ☐	Yes	No	Tank Two: N/A ☒	Yes	No
Depth of soil to top of tank: 36 inches			Depth of soil to top of tank: _____ inches		
Tank has access within 12" of ground surface:	☒	☐	Tank has access within 12" of ground surface:	☐	☐
Size: 1500 gallons Type: Concrete			Size: _____ gallons Type: _____		
Meets current code:	☐	☐	Meets current code:	☐	☐
Tank lids in good condition:	☐	☐	Tank lids in good condition:	☐	☐
Inlet baffle in good condition:	☒	☐	Inlet baffle in good condition:	☐	☐
Evidence of solids on inlet baffle:	☐	☒	Evidence of solids on inlet baffle:	☐	☐
Outlet baffle in good condition:	☒	☐	Outlet baffle in good condition:	☐	☐
Evidence of solids on outlet baffle:	☐	☒	Evidence of solids on outlet baffle:	☐	☐
Water standing in outlet:	☐	☒	Water standing in outlet:	☐	☐
Water level below outlet:	☐	☒	Water level below outlet:	☐	☐
Tank needs to be pumped:	☐	☒	Tank needs to be pumped:	☐	☐
Outlet device/filter on tank:	☐	☒	Outlet device/filter on tank:	☐	☐
Type: _____			Type: _____		
Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☒			Back flow into tank from system after pumping: Yes ☐ No ☐ N/A ☐		

B. SEEPAGE FIELD -- This Section N/A ☐

Depth to top of field: 8 inches to 8 inches

Square feet of field: 531 square feet

	Yes	No
Meets current code sizing requirements:	☐	☒
Seepage standing on ground surface:	☐	☒
Lush vegetation or saturated soil on or near seepage field area:	☐	☒
Evidence that water has ponded over seepage field or the soil is saturated:	☐	☒
Solids or "carry over" material present in the rock or bedding material:	☐	☒

Depth of water in trench: 0 inches

C. SERIAL DISTRIBUTION/STEP-DOWN -- This Section N/A ☒

	Yes	No
Are the serial distribution relief or "step-down" pipes in compliance with Section 905.60 (d) of the code?	☐	☐

D. SEEPAGE BED -- This Section N/A ☒

Depth to top of bed: _____ inches to _____ inches

Square feet of bed: _____ square feet

	Yes	No
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface:	☐	☐
Lush vegetation or saturated soil on or near seepage bed area:	☐	☐
Evidence water has ponded over seepage bed or is soil saturated:	☐	☐
Solids or "carry over" material present in the rock or bedding material:	☐	☐

Depth of water in the bed: _____ inches

E. SAND FILTER -- This Section N/A ☒

Minimum soil cover depth to top of sand filter: _____ inches

Square feet of sand filter: _____ square feet

	Yes	No
Is water standing in the distribution pipes or in the rock that surrounds the pipe:	☐	☐
Meets current code sizing requirements:	☐	☐
Seepage standing on ground surface over filter:	☐	☐
Lush vegetation on or near sand filter:	☐	☐
Evidence if water has ponded over sand filter:	☐	☐
Sand filter vented as required:	☐	☐
Vent in good repair:	☐	☐
Chlorinator with screw on cap present:	☐	☐
Chlorinator tube with corrosion resistant handle present:	☐	☐
Evidence of chlorination:	☐	☐
Evidence of restricted flow in chlorinator:	☐	☐
Sample port with screw on cap present:	☐	☐

Where does the contact tank discharge to: (*Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*_____

F. PUMP OR LIFT STATION -- This Section N/A ☐

	Yes	No
Pump chamber an approved design:	☐	☐
Chamber volume 1.5 times the daily flow:	☐	☐
Is there a dual pump:	☐	☐
Alarm present:	☒	☐
Alarm location: basement		
Alarm properly working with audio and visual functions:	☒	☐

G. AEROBIC UNIT -- This Section N/A ☒

Manufacturer: _____ Model number: _____

Size of unit: _____ gallons

	Yes	No
Pump running at time of inspection:	☐	☐
Current maintenance contract in place:	☐	☐
Who is maintenance contract with: _____		
Alarm present:	☐	☐
Alarm location: _____		
Alarm properly working with audio and visual functions:	☐	☐

Unit discharges to: Seepage field ☐ Seepage bed ☐ Sand filter ☐ Other:_____

If other, what method of chlorination is used:_____

Chlorinator with screw on cap present:	☐	☐
Chlorinator tube with corrosion resistant handle present:	☐	☐
Evidence of chlorination:	☐	☐

Where does the contact tank discharge to: (*Be specific, examples would be: farm tile, ground surface on or off property, IDPH common collector, IEPA common collector, etc.)*_____

Include all distances as described below.

NOTE: Be sure to attach drawing to this report.

The following distances must be verified to ensure all the information is correct and available in the future.		
***Well or cistern to: N/A** ☐	***Geothermal unit to: N/A** ☐	***Building to:**
Septic tank: _____ feet Seepage system: _____ feet Sand filter: _____ feet Effluent tile: _____ feet Effluent discharge: _____ feet Geothermal unit: _____ feet Aerobic unit: _____ feet	Septic tank: _____ feet Seepage system: _____ feet Sand filter: _____ feet Effluent tile: _____ feet Effluent discharge: _____ feet Aerobic unit: _____ feet	Septic tank: _____ feet Seepage system: _____ feet Sand filter: _____ feet Effluent tile: _____ feet Effluent discharge: _____ feet Geothermal unit: _____ feet Aerobic unit: _____ feet
***Water line to:**	***Body of water to: N/A** ☐	
Septic tank: _____ feet Seepage system: _____ feet Sand filter: _____ feet Effluent tile: _____ feet Effluent discharge: _____ feet Aerobic unit: _____ feet	Septic tank: _____ feet Seepage system: _____ feet Sand filter: _____ feet Effluent tile: _____ feet Effluent discharge: _____ feet Aerobic unit: _____ feet	

LAKE BLOOMINGTON LEASE

THIS LEASE is entered into on the _____ day of _____, 2017 between the City of Bloomington, a municipal corporation, of McLean County, Illinois, hereinafter called CITY and David Elkins and Laura Elkins, husband and wife

(if more than one Lessee, cross out 2 of the following that do not apply) (as joint tenants) (as tenants in common) (as tenants by the entirety) of , Hudson , County of McLean, State of Illinois, hereinafter called "Lessee,"

WITNESSETH

In consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. PREMISES. The City leases to Lessee the following described real estate owned by the City in the vicinity of Lake Bloomington, Illinois as follows:

Lot 19 in Block 3 in Camp Kickapoo according to the private unrecorded plat of the ground belonging to the City located around Lake Bloomington in Hudson and Money Creek Townships in McLean County, Illinois. 08-06-353-021

2. TERM OF LEASE. The term of this Lease shall be for a term commencing (cross out the one that does not apply) (on the date of this Lease) ~~(on January 1 following the date of this Lease)~~ and terminating on December 31, 2131, unless sooner terminated as provided in this Lease.

3. RENT.

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

A. Lessee shall pay as rent yearly, in advance, on or before the first day of January of each year, the amount designated hereafter:

~~1) If this Lease is executed prior to January 1, 1998, rent shall be charged at the rate~~ of 15¢ ($.15) per $100 of equalized assessed value (hereafter EAV) for ~~said~~ property, including land and improvements, as determined by ~~the Supervisor~~ of Assessments of McLean County, Illinois. Said rate will remain in effect upon assignment of this Lease to (a) Lessee's spouse or to ~~a corporation~~, trust or other entity created by Lessee or Lessee's spouse if Lessee or Lessee's spouse occupies the property immediately after said assignment, ~~or~~ (b) a Lessee who paid fair market value for the property (i.e., a purchaser) prior ~~to January 1, 1998 for the assignment of the prior Lease.~~

2) If this Lease is executed by a Lessee who, after December 31, 1997, paid fair market value for an assignment of a Lease on which the rent was 15¢ ($.15) per $100

EAV, the rent shall be charged at the rate of 40¢ ($.40) per $100 EAV. This rate will remain in effect throughout the remainder of the term of this Lease regardless of subsequent assignments thereafter.

~~3) If the Lessee is not eligible for the 15¢ ($.15) or 40¢ ($.40) per $100 EAV rental rate, the rent shall be charged at the rate of _____¢ ($._____) per $100 EAV.~~

(SELECT THE RENT TO BE PAID BY CROSSING OUT 2 OF THE 3 RENT OPTIONS.)

B. In the event the system of real estate taxation is changed from its present basis of assessment at no more than one-third of market value, the assessed value as then determined by the Supervisor of Assessments of McLean County will be adjusted so that it will reflect no more than one-third of the market value of the premises. If assessed value is no longer used as the basis of taxation, then the annual changes in the Consumer Price Index, or successor index, for all items for the Chicago region, published by the United States Department of Labor will be the basis for determining changes in the property value for purpose of calculating the annual rent with the following condition. Either City or Lessee may review the value of the property as adjusted by the Consumer Price Index every five years to compare it to the actual fair market value of the property. If the property value determined by the formula set forth in this lease is five percent (5%) or more greater or less than the actual fair market value of the property, the rent for that year shall be recalculated using one third of the actual fair market value and rent adjustments for all subsequent years shall be based on the actual fair market value as adjusted for changes in the Consumer Price Index. If the Consumer Price Index or its successor index is no longer published by the. United States Department of Labor or is no longer used, an appropriate economic indicator will be used to determine the annual change in rent, if any.

4. REAL ESTATE TAXES. Lessee shall pay all real estate taxes levied during the term of this Lease against said premises and improvements thereon by the State of Illinois or any subdivision thereof.

5. IMPROVEMENTS. Lessee shall be permitted to make improvements upon the premises that are in compliance with the laws of the State of Illinois and the ordinances of the City and the County of McLean. The ordinances of the City shall be in full force and effect and in the same manner as if the above-described premises were located within the boundaries of the City of Bloomington. Prior to commencement of construction of any improvements, Lessee shall be required to petition and receive approval from all governmental bodies having jurisdiction over said premises.

6. SEPTIC SYSTEM. Lessee agrees to comply with all sanitary laws and regulations of any governmental body having jurisdiction over the leased premises. Lessee agrees at all times to use Lessee's property in such manner and dispose of the sewage generated from said property so as not to contaminate the waters of Lake Bloomington. When a public sanitary sewer is made available to serve the leased premises, the City shall have a right to require Lessee to connect to the sewer within a reasonable time after notice is given.

7. WATER. Lessee shall be permitted to purchase water from the City through water mains provided by the City, and Lessee will pay the rates in effect from time to time for water sold to Lake Bloomington customers. Lessee agrees not to pump water directly from Lake Bloomington except for the purpose of watering and maintaining lawns and other landscape materials on the leased premises, and such pumping shall cease at any time there are and for as long as there are restrictions in effect for the City of Bloomington that restrict the watering of lawns.

8. GARBAGE. City will provide weekly garbage service at a fee to be set by the. City from time to time, which shall be in addition to the annual rent paid by Lessee. However, so long as no residence is located on the leased premises, no fee for garbage collection will be paid by Lessee.

9. ASSIGNMENT. Lessee shall not have the right to sell, assign, or transfer this Lease or to rent, sublet or to allow other persons to occupy the premises without the written consent of the City. However, the City shall not withhold its consent to a sale, assignment or transfer of this Lease if Lessee is not in default as defined in paragraph 13 and the sale, assignment or transfer is made in accordance with all applicable City ordinances and such rules and regulations as adopted by the City from time to time pursuant to paragraph 10. City will promptly issue a new Lease to the new Lessee containing the same terms as this lease. Thereupon, this Lease will automatically terminate and the parties will be freed of any obligations thereunder. Lessee shall have the right to mortgage Lessee's interest in said premises, but Lessee shall not have the right to mortgage the interest of City in the premises.

10. RULES & REGULATIONS. Lessee and those occupying the leased premises are subject to such reasonable rules and regulations as may be adopted by Lessor from time to time after notice of hearing on such proposed rules and regulations is given to Lessee.

11. USE OF AND ACCESS TO LAKE. Lessee and those persons lawfully occupying the leased premises shall have the right to use Lake Bloomington for boating, swimming, fishing, and other recreational uses, but shall be subject to the reasonable rules and regulations of Lessor, which rules and regulations will apply equally to Lessees of Lake Bloomington property and the public generally. City grants to Lessee an easement for access to Lake Bloomington over property owned by the City lying between the shoreline of Lake Bloomington and the boundary of the leased premises.

12. TREE CUTTING. No trees on the leased premises shall be removed without the permission of the City except that Lessee can trim trees for safety, plant health, or aesthetic reasons, and Lessee may remove dead trees from the leased premises.

13. DEFAULT. If Lessee defaults in the payment of rent or defaults in the performance of any of the covenants or conditions hereof, City may give to Lessee notice of such default and, if Lessee does not cure any rent default within thirty (30) days, or other default within sixty (60) days after the giving of such notice or, if such other default is of such nature that it cannot be completely cured within such sixty (60) days, if Lessee does not commence such curing within such sixty (60) days and thereafter proceed with reasonable diligence and in good faith to cure such default, then Lessor may terminate this Lease on not less than thirty (30) days notice to Lessee and, on the date specified in said notice, the term of this Lease shall terminate and Lessee shall then quit and surrender the premises to City. If this Lease shall have been so terminated by City, City may, at any time thereafter, resume possession of the premises by any lawful means and remove Lessee or other occupants and their effects. Remedies of City hereunder are in addition to any other remedy allowed by law.

14. TERMINATION BY LESSEE. Lessee shall have the right to terminate this Lease upon sixty (60) days written notice to the City of Bloomington and, in that event, Lessee may remove any improvements from the property and shall restore the ground to the condition it was in when first leased to the City. Any improvements remaining on the property after the Lease terminates shall be deemed abandoned by the Lessee and shall become the property of the City.

15. EMINENT DOMAIN. If the leased premises or any part thereof is taken or damaged by eminent domain or the threat thereof, the just compensation received in payment shall be divided between

City and Lessee as follows:

That portion of the award for the taking and/or damaging the City's remainder interest in the land following the expiration of this Lease shall be paid to City. That portion of the award for the taking or damaging the leasehold interest of Lessee in the leased premises or the improvements located thereon shall be paid to Lessee.

16. PRIOR LEASE TERMINATED. If there is in effect upon the execution of this Lease a prior Lease between the City and Lessee covering the same premises as this Lease, then said Lease is terminated as of the commencement of the term on this Lease as set forth in Paragraph 2.

17. NOTICE. Any notice by either party to the other shall be in writing and shall be deemed to be duly given if delivered personally or mailed postpaid by regular mail, except that a notice given under Paragraph 12 must be delivered personally or mailed by registered or certified mail in a postpaid envelope, addressed as follows:

City

City of Bloomington
City Hall
109 E. Olive Street
Bloomington, IL 61701

Lessee Name and Mailing Address

David and Laura Elkins
25326 Arrowhead Lane
Hudson, IL 61748

Lessee Billing Address

David and Laura Elkins
25326 Arrowhead Lane
Hudson, IL 61748

18. BINDING EFFECT. This agreement shall be binding upon the heirs, personal representatives, successors, and assigns of each of the parties hereto.

IN WITNESS WHEREOF, the Lessor has caused this instrument to be executed by its Mayor and City Clerk, and the Lessee has executed this agreement as of the day and year above written.

-Lessor-

CITY OF BLOOMINGTON

By: _____
Tari Renner, Mayor

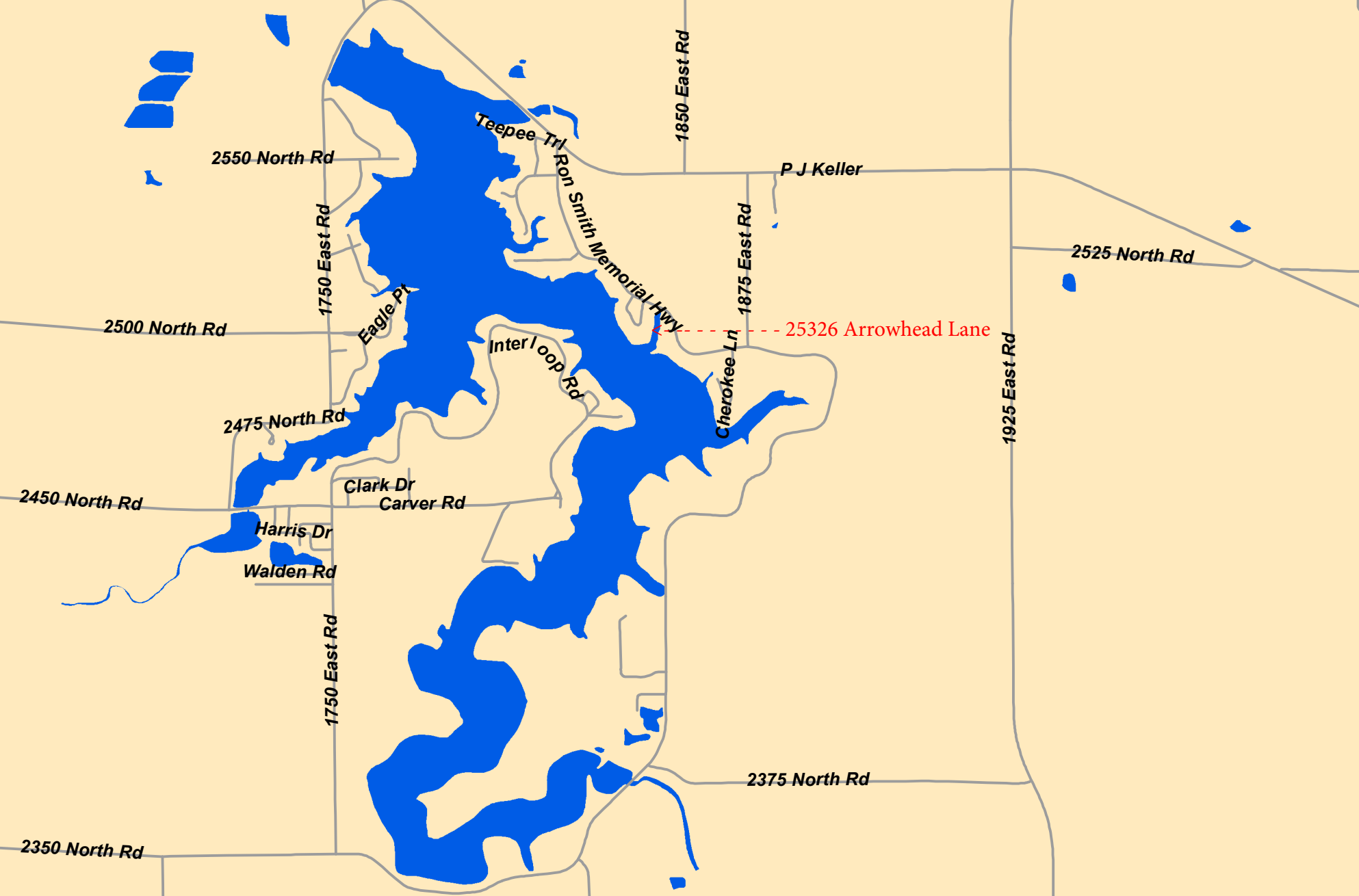
Attest:

_____
Cherry Lawson, City Clerk

-Lessee-

_____
DAVID ELKINS

_____
LAURA ELKINS


Teepee Trl
1850 East Rd
2550 North Rd
P J Keller
Ron Smith Memorial Hwy
1750 East Rd
1875 East Rd
2525 North Rd
Eagle Pt
2500 North Rd
25326 Arrowhead Lane
Inter Loop Rd
Cherokee Ln
1925 East Rd
2475 North Rd
Clark Dr
2450 North Rd
Carver Rd
Harris Dr
Walden Rd
1750 East Rd
2375 North Rd
2350 North Rd

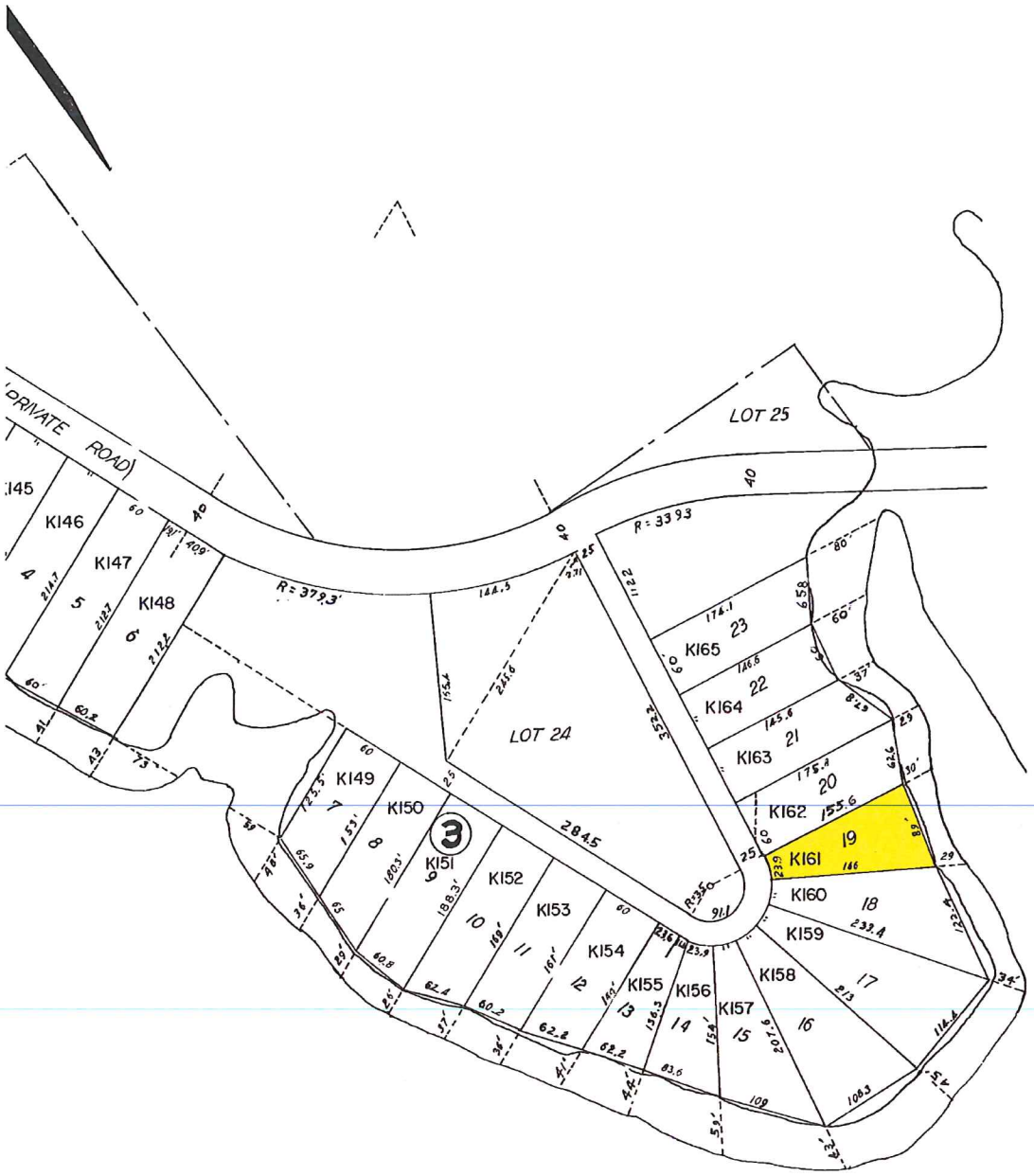
CAMP KICKAPOO

ON EAST SHORE OF LAKE BLOOMINGTON

SCALE IN FEET

0 100 200 300 400 500

K113 = MAILING ADDRESS 1/86



25326 Arrowhead Lane Lot 19 Block 3 Camp Kickapoo Lot Location

Legend

- Address
  - COB
  - ETSB
  - OTHR
  - TON
- Parcels
- Citations

0 0.02 0.0 Miles

1: 1,128

By using any McGIS products or services, you indicate your acceptance of the Licensing Agreement: http://www.McGIS.org/License

Printed: 6/26/2017 9:53:28 AM

Notes

PUBLIC HEARING

PUBLIC HEARING ITEM NO. 8A

FOR COUNCIL: July 10, 2017

SUBJECT: Public Hearing on the Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by including Washington Street from Lee Street to St. Joseph Drive as infrastructure identified within the Plan.

RECOMMENDATION/MOTION: Open the public hearing to receive comments on this item.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services; Goal 2. Upgrade City Infrastructure and Facilities; Goal 3. Grow the Local Economy; Goal 4. Strong Neighborhoods; Goal 5. Great Place – Livable, Sustainable City; Goal 6. Prosperous Downtown Bloomington.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner, Objective 1e. Partnering with others for the most cost-effective service delivery; Objective 2d. Well-designed, well-maintained City facilities emphasizing productivity and customer service; Objective 3a. Retention and growth of current local businesses; Objective 4d. Improved neighborhood infrastructure; Objective 5a. Well-planned City with necessary services and infrastructure, Objective 5c. Incorporation of "Green Sustainable" concepts into City's development and plans; Objective 6d. Healthy adjacent neighborhoods linked to Downtown.

BACKGROUND: Pursuant to the City Code, a public hearing was held on this agreement by the Planning Commission on June 14, 2017. Notice for the aforementioned public hearing was published in the Pantagraph on May 29, 2017. A second public hearing on the agreement, published in the Pantagraph on June 23, 2017, occurred on July 10, 2017 before the City Council.

City Council approved the Bicycle Master Plan, prepared by the League of Illinois Bicyclists (now known as Ride Illinois), on May 11, 2015.

In Fall 2016, City staff began having monthly meetings with Bike BloNo so that the group could provide input on various projects and act in an advisory role. Bike BloNo suggested tweaks to the Bicycle Master Plan, including changes to planned projects to align with the Complete Streets ordinance. Washington Street was a regular topic at those meetings.

Washington Street was not originally included in the Bicycle Master Plan. The primary consideration was that, as an arterial road, narrowing lane widths or removing through vehicle lanes to accommodate bikes was not feasible. Other rationale included its use as a primary corridor for emergency vehicles, traffic volume, and the option for it to eventually become a four-lane segment through the Founders' Grove neighborhood. In addition, it should be noted that

Washington Street does not directly connect to Constitution Trail. However, Grove Street does have a direct connection to the trail.

Recent concerns brought forward by citizens who live on or near Washington Street should also be considered. One of the concerns is that Washington Street is not safe for bicyclists, considering the amount of traffic and the speed at which traffic travels on the road. Other safety concerns include collisions that could result from vehicles backing out of driveways, bicycles having to use the traffic lane in cases where vehicles are parked in the shared parking/bicycle lane, and issues with narrower driving lanes.

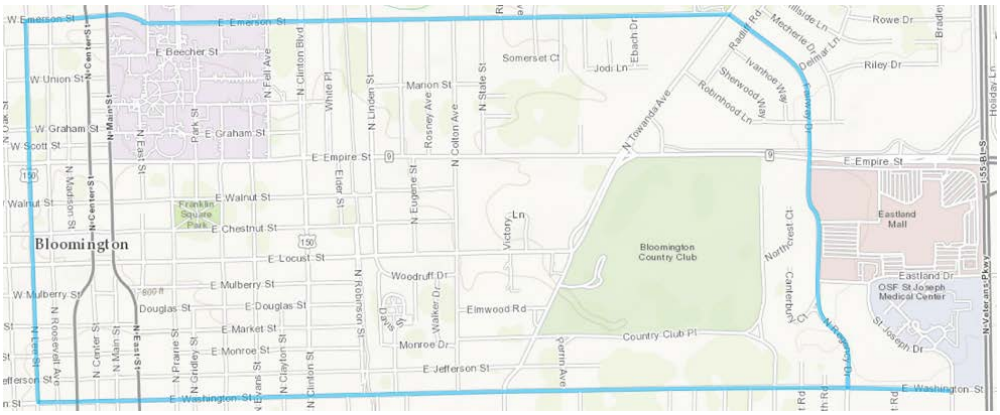
Another concern brought forward by citizens is that other routes already exist for cyclists in the area. Multiple citizens stated that Grove Street, which is currently part of the City's bicycle infrastructure, is preferred over Washington Street. Other suggestions include using Country Club Place or a combination of other streets. Along with this concern, multiple citizens stated they think this project wastes City funds.

Additional citizen concerns include the removal of parking along Washington Street, safety for school children, and quiet enjoyment.

Given the Council's direction to view every street project through a Complete Streets lens, two members of management from Public Works attended a training seminar on NACTO design guidelines for bicycle accommodations on September 20, 2016.

Advocates have pointed to federal guidelines on "road diets" which show that Washington Street's traffic volume may be low enough that moving to a single through vehicle lane in each direction may not have a significant impact on travel times or vehicle throughput. Multiple sections of this amendment would require removing one through lane in each direction. These sections see 9,200 to 11,300 vehicles per day (vpd). The Federal Highway Administration's guidelines state that a roadway with 20,000 vpd or less may be a good candidate for a road diet and should be evaluated for feasibility. However, other factors need to be considered as well.

Washington Street could be a critical connection to many important community destinations. The inclusion of Washington Street in this Master Plan creates a "rectangle" of roadways for bicycles to use through the City. Regency Drive, Fairway Drive, Emerson Street, and Lee Street are already identified in the master plan as key projects. Staff has indicated that the plan is to implement the Regency & Fairway portions of this plan as soon as budget allows resurfacing of these two streets. IDOT approval is also necessary for the Empire Street/Fairway Drive intersection.



On April 24, 2017, the Bloomington City Council adopted a Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan. City staff took the following steps prior to submitting the amendment to the Bloomington City Council:

- Sent letters to residents who live along Washington St, from St. Joseph Dr to Lee St.
- Began accepting comments via e-mail, mail, phone, petition, and other means.
- Beginning on May 15, 2017 the Public Works Department and Bike BloNo collaborated on building temporary bike lanes on Washington St from Kreitzer Ave to Mercer Ave. Temporary In addition, the Engineering Division monitored bicycle traffic before and after the installation of the bicycle lane, creating a 24 hour average within each week (exactly one week apart). Bike BloNo was not aware of the monitoring until after it had been completed. The results of this monitoring are listed within the proposed amendment to the Bicycle Master Plan.

- Held two public open house meetings with residents, business owners, and those who use Washington St to see if the plan had public support. More information on these meetings can be found within the proposed amendment to the Bicycle Master Plan.
    - May 23, 2017 at Washington Elementary School
    - June 13, 2017 at the McLean County Museum of History
- This case came before the Planning Commission for a public hearing and review on June 14, 2017. The City published a public notice in the Pantagraph in accordance with City Code on May 29, 2017. Twelve (12) citizens spoke in favor of the amendment, and eight (8) citizens spoke in opposition of the amendment during the hearing. The Planning Commission recommended approval of the resolution to amend the 2015 City of Bloomington Bike Master Plan by a vote of 7-3. Additionally, the Commission added the following recommendations:

    - The City of Bloomington Public Works Department should review the design of the proposed bike lanes at the intersections of Washington St. and Mercer Ave. and Washington St. and St. Joseph Dr.
    - After further community input, the City should consider extending bike lanes on Washington St. west to Allin St.
- The City published a public notice for the public hearing in the Pantagraph in accordance with City Code on June 23, 2017

Public Works received public input via mail, phone, e-mail, petition, and comment card up until June 26, 2017 at 5:00 p.m. People who submitted comments after that date and time were directed to contact the City Clerk's office to submit their comment. Please see the attached public input and public record documents for additional information on submitted comments. The following three amendments to the 2015 City of Bloomington Bicycle Master Plan are proposed:

1. The title page be amended to add a new picture of bike lanes within the City, add the Bike BloNo logo, and change the name of the League of Illinois Bicycles to Ride Illinois.

2. The Table of Contents be amended to add an "Amendment Section" and to add Amendment 1, Washington Street from Lee Street to St. Joseph Drive.

3. That Amendment 1, Washington Street from Lee Street to St. Joseph Drive, be added to the end of the plan and said roadways added as planned bicycle infrastructure within the plan.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Bike BloNo; residents, homeowners, and businesses in the affected area (Washington St. from St. Joseph Dr. to Lee St.); residents, homeowners, and businesses who use Washington St. in the affected area, including those who live or work in Bloomington and Normal; Planning Commission (see below)

PLANNING COMMISSION: This case came before the Planning Commission for a public hearing and review on June 14, 2017. The City published a public notice in the Pantagraph in accordance with City Code on May 29, 2017. Twelve (12) citizens spoke in favor of the amendment, and eight (8) citizens spoke in opposition of the amendment during the hearing. The Planning Commission recommended approval of the resolution to amend the 2015 City of Bloomington Bike Master Plan by a vote of 7-3. Additionally, the Commission added the following recommendations:

- The City of Bloomington Public Works Department should review the design of the proposed bike lanes at the intersections of Washington St. and Mercer Ave. and Washington St. and St. Joseph Dr.
- After further community input, the City should consider extending bike lanes on Washington St. west to Allin St.

FINANCIAL IMPACT: Adoption of the Resolution would not have a direct financial impact as it amends the Bicycle Master Plan. Council would have the final decision on expenditures for future projects that align with the plan.

COMMUNITY DEVELOPMENT IMPACT: *(If applicable)*

Links to Comprehensive Plan:

D-5.2 Enhance the walkability and bike ability within the downtown

HL 1-3 Enhance the walking, jogging and biking trail system

HL 3. Eliminate barriers to discourage people from walking and biking to parks and recreation facilities

TAQ-1 A safe and efficient network of streets, bicycle-pedestrian facilities and other infrastructure to serve users in any surface transportation mode.

TAQ-1.3a Allocate resources for implementation of the recommendations in the City's bicycle master plan regarding both on-street routes and trail/side paths.

Respectfully submitted for Council consideration.

Prepared by: Michael Hill, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Community Development review by: Tom Dabareiner AICP, Community Development Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Resolution
- Amendment Text
- Presentation
- Public Comments – Received through June 26, 2017
- Legal Notice
- Public Record Items
- Bike BLONO Items
- Planning Commission Minutes of June 14, 2017

RESOLUTION NO. 2017 _____

RESOLUTION TO AMEND THE 2015 CITY OF BLOOMINGTON BICYCLE MASTER PLAN

WHEREAS, The City of Bloomington passed the 2015 City of Bloomington Bicycle Master Plan in May 2015; and

WHEREAS, City staff has been working with Bike BloNo and City Aldermen on amending the 2015 City of Bloomington Bicycle Master Plan to include Washington Street from Lee Street to St. Joseph Drive; and

WHEREAS, on April 24, 2017, the City Council authorized City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan; and

WHEREAS, the Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan is based on public outreach that has been occurring since October 2015 and represents many of the City's goals with regards to multimodal transportation and Complete Streets; and

WHEREAS, the Bloomington Planning Commission, after proper notice was given, conducted a public hearing on the resolution to amend the 2015 City of Bloomington Bicycle Master Plan and recommended approval; and

WHEREAS the City Council of the City of Bloomington has the power to adopt this resolution.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois:

SECTION 1. The above recitals are incorporated herein by this reference as if specifically stated in full.

SECTION 2. That the City of Bicycle Master Plan, originally adopted on May 11, 2015, be amended as follows:

A. The title page be amended to add a new picture of bike lanes within the City, add the Bike BloNo logo, and change the name of the League of Illinois Bicycles to Ride Illinois.

B. The Table of Contents be amended to add an "Amendment Section" and to add Amendment 1, Washington Street from Lee Street to St. Joseph Drive.

C. That Amendment 1, Washington Street from Lee Street to St. Joseph Drive, be added to the end of the plan and said roadways added as planned bicycle infrastructure within the plan.

SECTION 4. Except as provided herein, the 2015 Bicycle Master Plan, as amended, shall remain in full force and effect and previous recommendations regarding roadways subject to Amendment 1 shall no longer be effective and shall superseded by the amendment.

SECTION 5. In the event that any section, clause, provision, or part of this Resolution shall be found and determined to be invalid by a court of competent jurisdiction, all valid parts that are severable from the invalid parts shall remain in full force and effect.

SECTION 7. This Resolution shall be effective immediately after the date of its publication as required by law.

SECTION 8. This Resolution is passed and approved pursuant to the home rule authority granted Article VII, Section 6 of the 1970 Illinois Constitution.

ADOPTED this 10th day of July, 2017.

APPROVED this ____ day of July, 2017.

CITY OF BLOOMINGTON, ILLINOIS

_____
Tari Renner, Mayor

ATTEST

_____
Cherry Lawson, City Clerk

City of Bloomington Bicycle Master Plan

Prepared by:

Adopted by Bloomington City Council: May 11, 2015
Amended by Bloomington City Council: July XX, 2017

City of Bloomington, Illinois
109 E. Olive St
Bloomington, Illinois 61701

Table of Contents

1: Introduction/ Executive Summary **1**

2: Bikeway Types in the Bloomington Plan **4**
- Standards and Guidelines 4
- Trails 4
- Sidepaths 4
- On-Road Bikeways 6
- Bike Lanes 6
- Shared Lane Markings 8
- Signed Bike Routes 8
- Combined Bike/Parking Lanes 9
- Signal Activation by Bikes 10

3: Guidelines for Bikeway Recommendations **11**
- Guiding Principles and Selecting Bikeway Type 12
- Generating Public Support 13
- Bike Lane Recommendations and Tradeoffs 14

4: Other Recommendations **16**
- Understanding the Maps 16
- Understanding the Project List 22
- Trail Crossings 27
- Trail Usage Signing and Striping 28
- Traffic Signals for Bicycle Actuation Study 29
- Bikeway Wayfinding Signage 29
- Other Agencies 30
- Route 66 Trail 32

5: Other Recommendations **33**
- Bicycle Parking 33
- Education 34
- Enforcement 36
- Encouragement 37

6: Plan Implementation **38**
- Multi-Year Work Plan 38
- Implementation Funding 38
- Technical Resources and Training 39
- Annual Evaluation 40
- Future Plan Update Consideration Topic 40

Appendices **43**
- Appendix 1: Bicycle Plan Steering Committee 43
- Appendix 2: Public Brainstorming Workshop Results 44
- Appendix 3: Survey Results and Other Public Input 47
- Appendix 4: Road Segment Data 51
- Appendix 5: Summary of Major Funding Sources 64
- Appendix 6: Building Blocks of a BFC 66

Amendments **67**
- Amendment 1: Washington Street from Lee Street to St Joseph Drive 67

Amendment 1
Washington Street from Lee Street to St. Joseph Drive

City Council approved the Bicycle Master Plan, prepared by the League of Illinois Bicyclists (now known as Ride Illinois), on May 11, 2015.

In Fall 2016, City staff began having monthly meetings with Bike BloNo so that they could provide input on various projects and act in an advisory role. Bike BloNo suggested tweaks to the Bicycle Master Plan, including changes to planned projects to align with the Complete Streets ordinance. A regular topic at those meetings has been Washington Street.

Washington Street was not included in this master plan. The primary consideration was that, as an arterial road, narrowing lane widths or removing through vehicle lanes to accommodate bikes was not feasible. Other rationale stated at various times included its use as a primary corridor for emergency vehicles, traffic volume, and the option for it to eventually become a four-lane segment through the Founders Grove neighborhood. In addition, it should be noted that Washington Street does not directly connect to Constitution Trail. However, Grove Street does have a direct connection to the trail.

Given the Council's direction to view every street project through a Complete Streets lens, two members of management from Public Works attended a training seminar on NACTO design guidelines for bicycle accommodations on September 20, 2016.

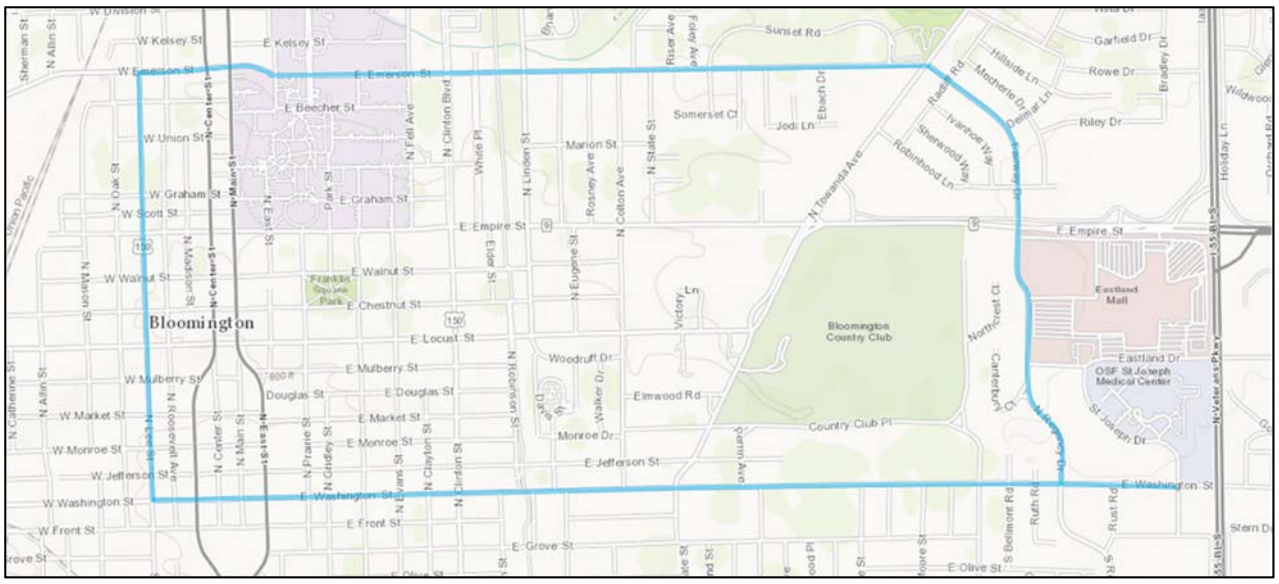
Advocates have pointed to federal guidelines on "road diets" which show that Washington Street's traffic volume may be low enough that moving to a single through vehicle lane in each direction may not have a significant impact on travel times or vehicle throughput. Multiple sections of this amendment would require removing one through lane in each direction. These sections see 9,200 to 11,300 vehicles per day (vpd). The Federal Highway Administration's guidelines state that a roadway with 20,000 vpd or less may be a good candidate for a road diet and should be evaluated for feasibility. However, other factors need to be considered as well.

On April 24, 2017, the Bloomington City Council adopted a Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan. City staff took the following steps prior to submitting the amendment to the Bloomington Planning Commission and the Bloomington City Council:

- Beginning on May 15, 2017 the Public Works Department and Bike BloNo collaborated on building and monitoring temporary bike lanes on Washington St from Kreitzer Ave to Mercer Ave
- Sent out letters to residents who live along Washington St
- Held two public meetings with residents, business owners, and those who use Washington St to ensure the plan has public support
    - May 23, 2017 at Washington Elementary School
    - June 13, 2017 at the McLean County Museum of History

On June 14, 2017, the Bloomington Planning Commission approved a motion recommending the Bloomington City Council adopt a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan.

Washington Street could be a critical connection to many important community destinations. The inclusion of Washington Street in this Master Plan creates a “rectangle” of roadways for bicycles to use through the City. Regency Drive, Fairway Drive, Emerson Street, and Lee Street are already identified in this master plan as key projects. Staff has indicated that the plan is to implement the Regency & Fairway portions of this plan as soon as budget allows resurfacing of these two streets. IDOT approval is also necessary for the Empire Street/Fairway Drive intersection.



Public Input

- **Letters, E-mails, Phone Calls, and Petitions**

- **Open House Meetings:** Public Works, with assistance from Bike BloNo, held two public open houses to allow interested individuals, groups, and involved agencies to discuss the potential impacts of the Bicycle Master Plan amendment.

    - The first open house was held on May 23, 2017 from 5:00 PM to 7:00 PM at Washington Elementary School. Stakeholders were notified of this via mail, press release, and temporary changeable message signs set up a week prior to the installation of the temporary bicycle lane. 34 people signed in to the meeting, and 26 people submitted comment cards.

    - The second open house was held on June 13, 2017 from 4:00 PM to 6:00PM at the McLean County Museum of History. Stakeholders were notified of this via mail and press release. 20 people signed in to the meeting, and 15 people submitted comment cards.

- **Bloomington Planning Commission Meeting:** Public Works presented the draft proposal, along with public comments, to the Bloomington Planning Commission on June 14, 2017. The Commission approved a motion recommending the City Council adopt a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan

Temporary (Pop-Up) Bicycle Lane Results

Public Works, in partnership with Bike BloNo, installed temporary bicycle lanes on Washington Street, from Kreitzer Avenue to Mercer Avenue, to be used during and following the McLean County Regional Planning Comission's Good To Go Commuter Challenge. The temporary bicycle lanes were installed the evening of Sunday, May 14th and were completed in time for the morning commute on Monday, May 15th. The commuter challenge ran through Friday, May 21st, but the temporary lanes stayed in place until they faded and could no longer be seen.

The Engineering Division monitored bicycle traffic on Washington Street one week before the temporary bicycle lane was installed, which was also the week before the Good to Go Commuter Challenge. A total of 26 bicyclists traveled on Washington Street in one day. Of those 26 bicyclists, four used the road traveling westbound and one used the road traveling eastbound. In addition, 10 bicyclists used the sidewalk traveling westbound and 11 used the sidewalk traveling eastbound.

Figure 6.3. Temporary Bicycle Lane on Washington St at Vale St

One week later, the Engineering Division again monitored bicycle traffic on Washington Street. This was after Bike BloNo volunteers, with help from Public Works, installed temporary bicycle lane markings and after the Good To Go Commuter Challenge started. A total of 48 bicyclists traveled on Washington Street in one day. Of those 48 bicyclists, 11 used the combined parking and bicycle lane traveling westbound, and 10 used the bicycle lane traveling eastbound. One bicycle rider traveling eastbound used the road rather than using the bicycle lane. In addition, 13 bicyclists used the sidewalk traveling westbound, and 13 bicyclists used the sidewalk traveling eastbound.

Figure 6.4. Bike Count Before Markings

Totals Before Lane and Good to Go				
West		**East**		
Road	Sidewalk	Road	Sidewalk	**Total**
4	10	1	11	**26**

Figure 6.5. Bike Count with Temporary Markings

Totals After Lane and Good to Go						
West			**East**			
Lane	Road	Sidewalk	Lane	Road	Sidewalk	**Total**
11	**0**	**13**	**10**	**1**	**13**	**48**

One of the issues noted by Public Works and Planning and Code Enforcement (PACE) is that traffic was reluctant to abide by the lines drawn as part of this project. It should be noted that the chalk lines were not reflective and were difficult to see, especially when the sun was shining directly on the lines. However, permanent pavement marking will eliminate this issue when the lines are made permanent.

Understanding the Additional Recommended Projects 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 for Washington Street from Lee Street to St. Joseph Drive by road name. 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 4.3. Additional Recommended Projects

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Washington	Lee	Madison	Bike Lanes (road diet)	N/A	High
Washington	Madison	East	Bike Lanes (road diet)	N/A	High *[IDOT]*
Washington	East	McLean	Bike Lanes (road diet, one buffered bike lane)	N/A	High
Washington	McLean	Clayton	Buffered Bike Lanes (road diet, remove two drive lanes)	N/A	High
Washington	Clayton	Robinson	Bike Lanes (road diet, remove one drive lane)	N/A	High *[IDOT]*
Washington	Robinson	Towanda	Buffered Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High
Washington	Towanda	State	Bike Lanes (road diet, remove one drive lane, one buffered bike lane)	N/A	High
Washington	Towanda	Kreitzer	Shared Lane Markings	N/A	High
Washington	Kreitzer	Mercer	Buffered Bike Lane (road diet, add parking lane)	N/A	High
Washington	Mercer	Regency	Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High
Washington	Regency	St. Joseph	Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High

2015 Bicycle Master Plan:

Washington Street Amendment

Jim Karch, PE CFM
Director of Public Works

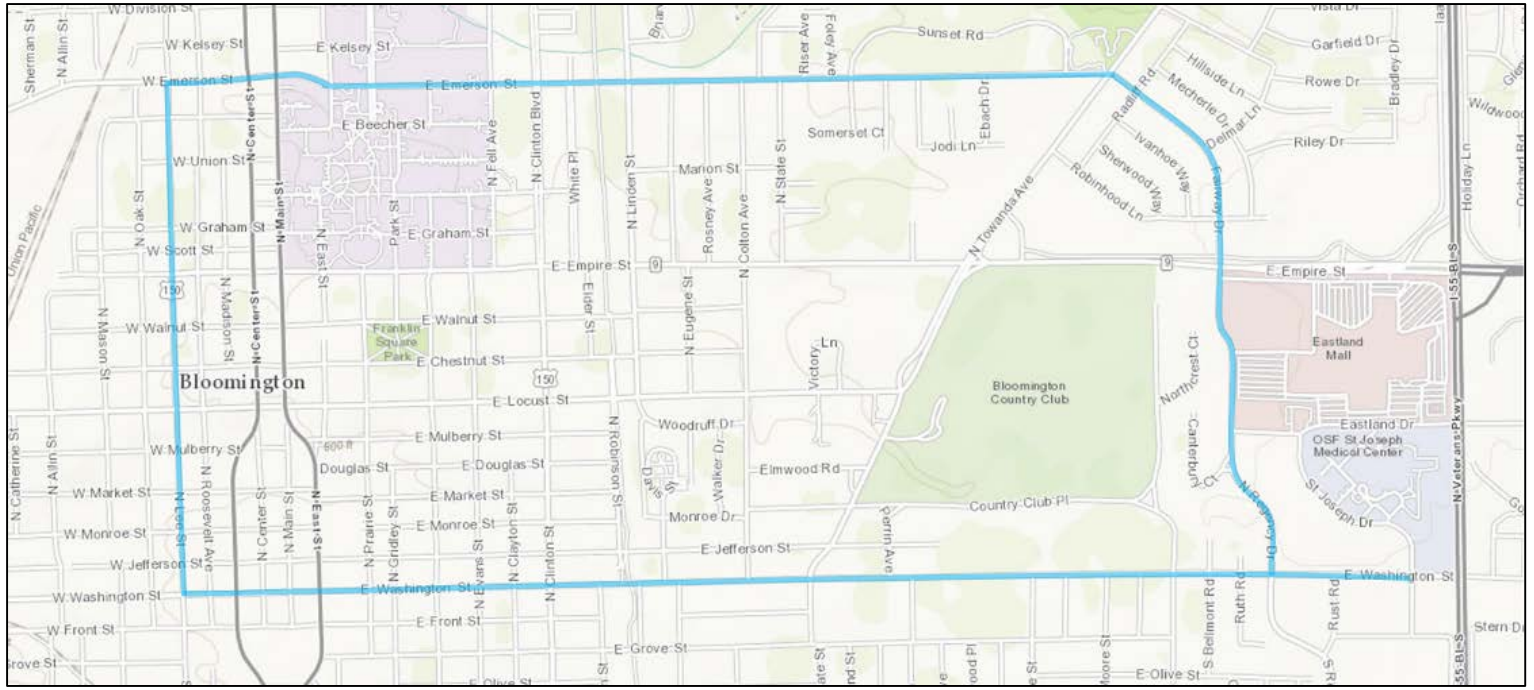
Bloomington City Council
July 10, 2017

Timeline of Washington Street Amendment

- May 2015: Bicycle Master Plan Adopted
- Fall 2016: Monthly meetings between City and Bike BloNo began
- Fall 2016: Staff trained on and considered Complete Streets
- April 2017: Council passed a resolution authorizing City staff to pursue the amendment
- April 2017 to June 2017: Public Works gathered public input
- June 14, 2017: Planning Commission recommended approval of amendment

Why Washington Street?

- Part of Washington Street is due to be resurfaced
- Complete Streets considerations
- Low traffic volume (9,200 to 11,300 vehicles per day)
- Critical connection linking key projects



Washington Elementary Meeting: May 23, 2017

- Stakeholders notified via mail, press release, and temporary changeable message signs set up a week prior to the installation of the temporary bicycle lane.
- 34 people signed in
- 27 people submitted comment cards

Museum of History Meeting: June 13, 2017

- Stakeholders notified via mail and press release
- 20 people signed in
- 15 people submitted comment cards

Additional Public Comments

- Comments accepted through June 26, 2017 at 5PM
  - Comment cards, e-mails, Facebook messages, phone calls, petitions, and others
- 240 total comments
  - 166 from confirmed Bloomington residents (.22% population as of Census 2010)
  - 74 from residents outside of Bloomington or address not provided

Comment Methodology

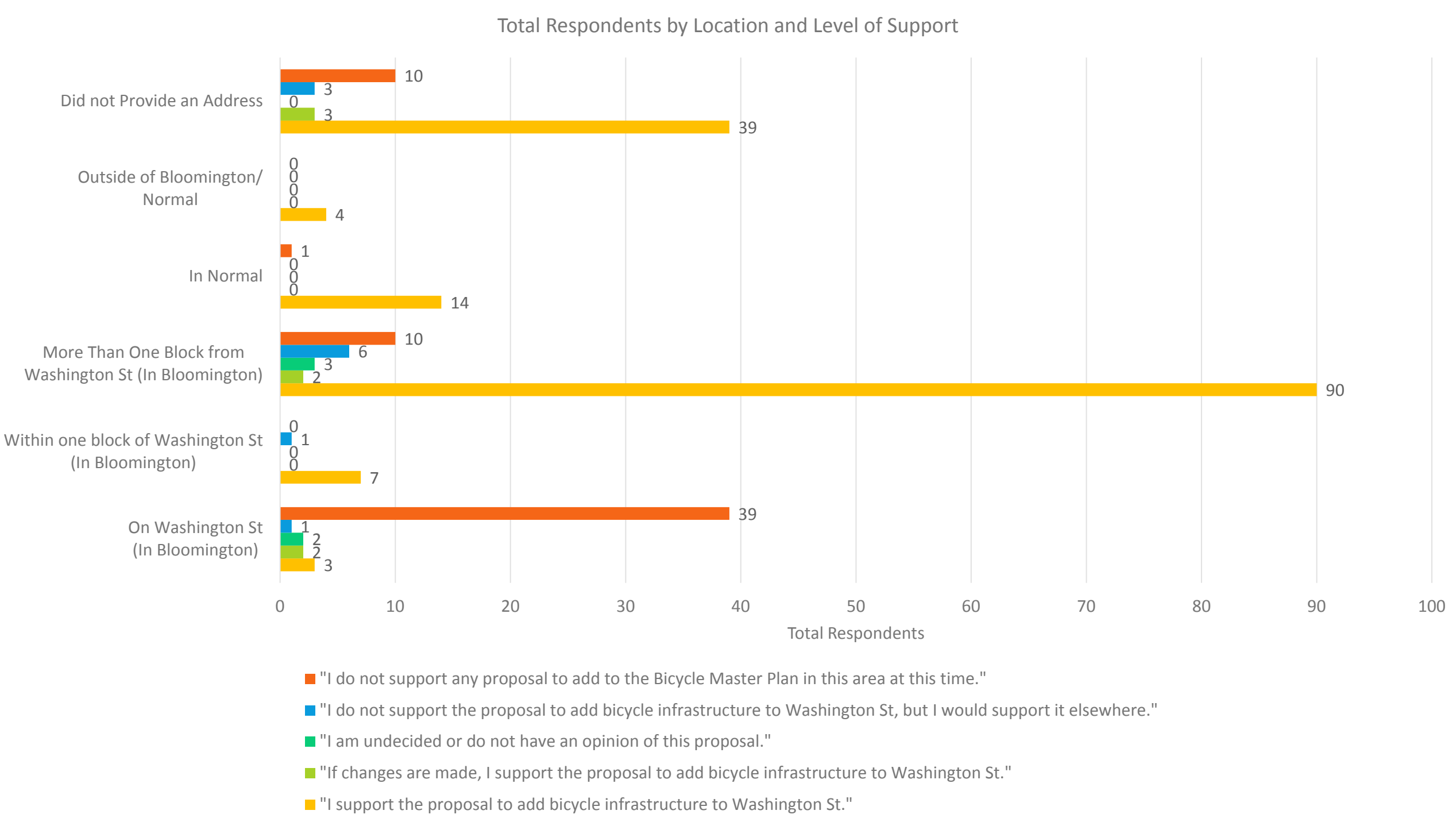
- The five levels of support categories are:
  - I support the proposal to add bicycle infrastructure to Washington St.
  - If changes are made, I support the proposal to add bicycle infrastructure to Washington St.
  - I am undecided or do not have an opinion of this proposal.
  - I do not support the proposal to add bicycle infrastructure to Washington St., but I would support it elsewhere.
  - I do not support any proposal to add to the Bicycle Master Plan in this area at this time.

Comment Methodology

- The six location categories are:
  - **On Washington St.** (The respondent's Bloomington home address is located on Washington Street, within the project area.)
  - **Within one block of Washington St.** (The respondent's Bloomington home address is located within the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
  - **More than one block from Washington St.** (Bloomington home address is located outside the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
  - **In Normal** (The respondent has a home address located in Normal)
  - **Outside of Bloomington and Normal** (The respondent has a home address not located in either Bloomington or Normal)
  - **Did Not Provide an Address** (The respondent did not provide a home address in their initial point of contact or the respondent did not provide a home address in any responses to City requests to provide an address.)

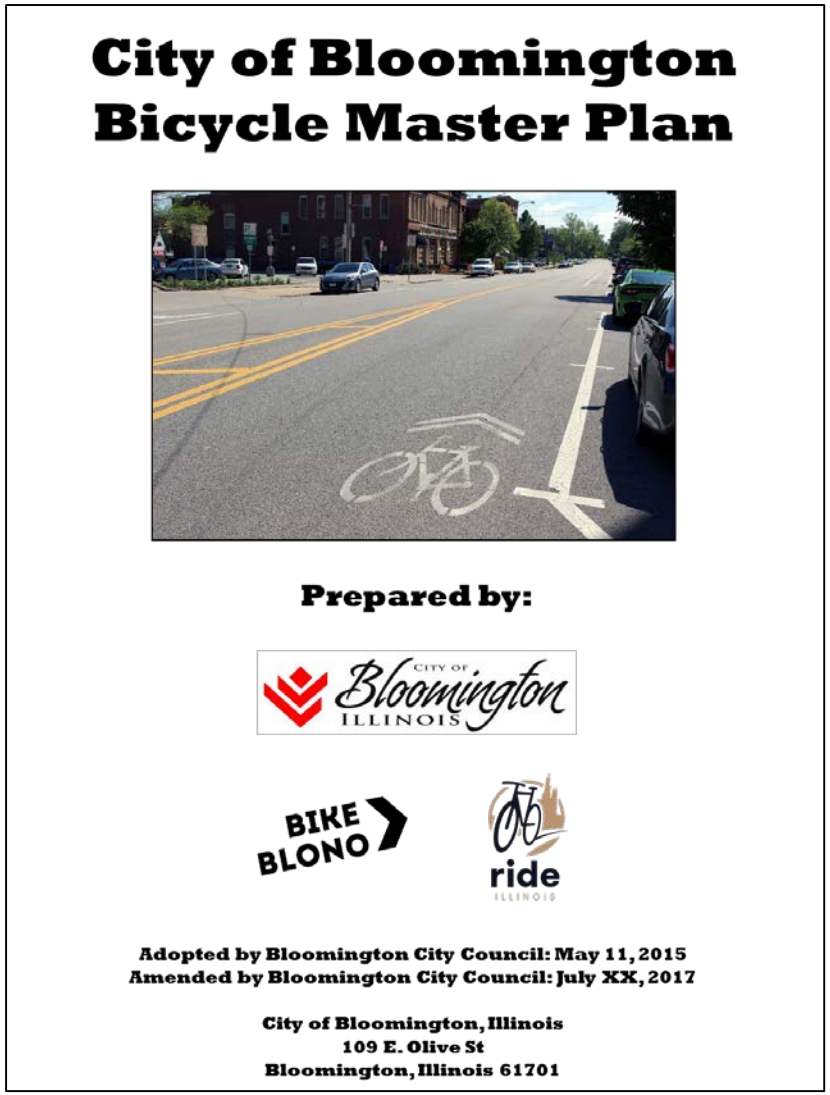
Public Comment Totals as of June 26, 2017 at 5:00 PM

	On Washington St (In Bloomington)	Within one block of Washington St (In Bloomington)	More Than One Block from Washington St (In Bloomington)	In Normal	Outside of Bloomington/ Normal	Did not Provide an Address	Total
"I support the proposal to add bicycle infrastructure to Washington St."	3	7	90	14	4	39	**157**
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."	2	0	2	0	0	3	**7**
"I am undecided or do not have an opinion of this proposal."	2	0	3	0	0	0	**5**
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."	1	1	6	0	0	3	**11**
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."	39	0	10	1	0	10	**60**
Total	**47**	**8**	**111**	**15**	**4**	**55**	**240**


Total Respondents by Location and Level of Support
Did not Provide an Address
Outside of Bloomington/ Normal
In Normal
More Than One Block from Washington St (In Bloomington)
Within one block of Washington St (In Bloomington)
On Washington St (In Bloomington)
10
3
0
3
39
0
0
0
0
4
1
0
0
0
14
10
6
3
2
90
0
1
0
0
7
39
1
2
2
3
0
10
20
30
40
50
60
70
80
90
100
Total Respondents
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."
"I am undecided or do not have an opinion of this proposal."
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."
"I support the proposal to add bicycle infrastructure to Washington St."

Next Steps

- Direction from Council
  - Approve, Deny, or Table
- Changes:
  - Update "Amended by" date on Title Page



City of Bloomington
Bicycle Master Plan

Prepared by:

Adopted by Bloomington City Council: May 11, 2015
Amended by Bloomington City Council: July XX, 2017

City of Bloomington, Illinois
109 E. Olive St
Bloomington, Illinois 61701

2015 Bicycle Master Plan:

Washington Street Amendment

Public Comments Received Through June 26, 2017 at 5PM

Methodology

Public Works has been receiving public comments via mail, phone, e-mail, petition, and comment card following a request for public input. As of June 14, 2017 at 12:00 PM Public Works received a total of 217 responses. Each response has been divided into five categories based on the respondent's level of support for the Washington Street proposal and four categories based on the respondent's location.

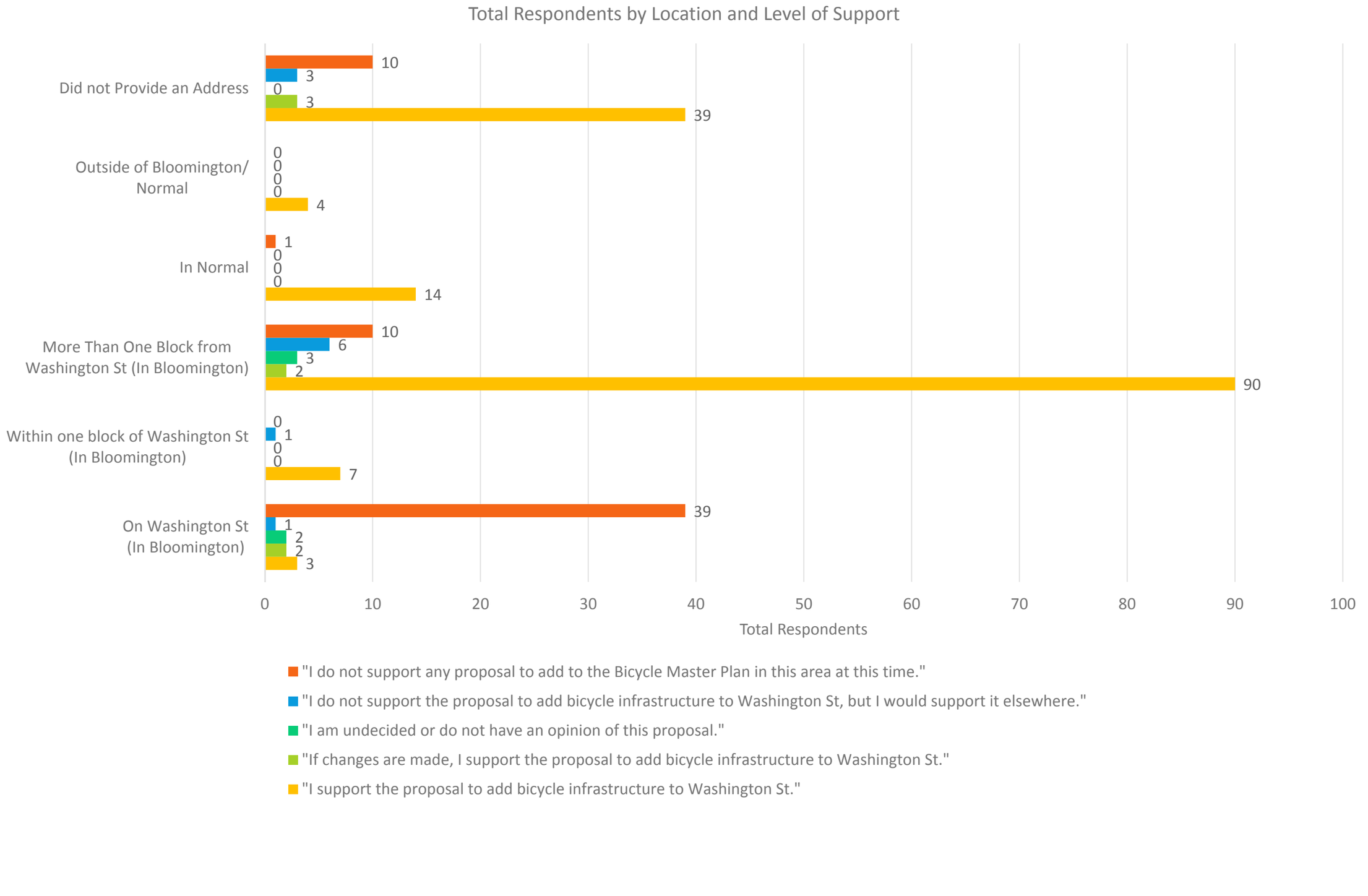
The five level of support categories are:

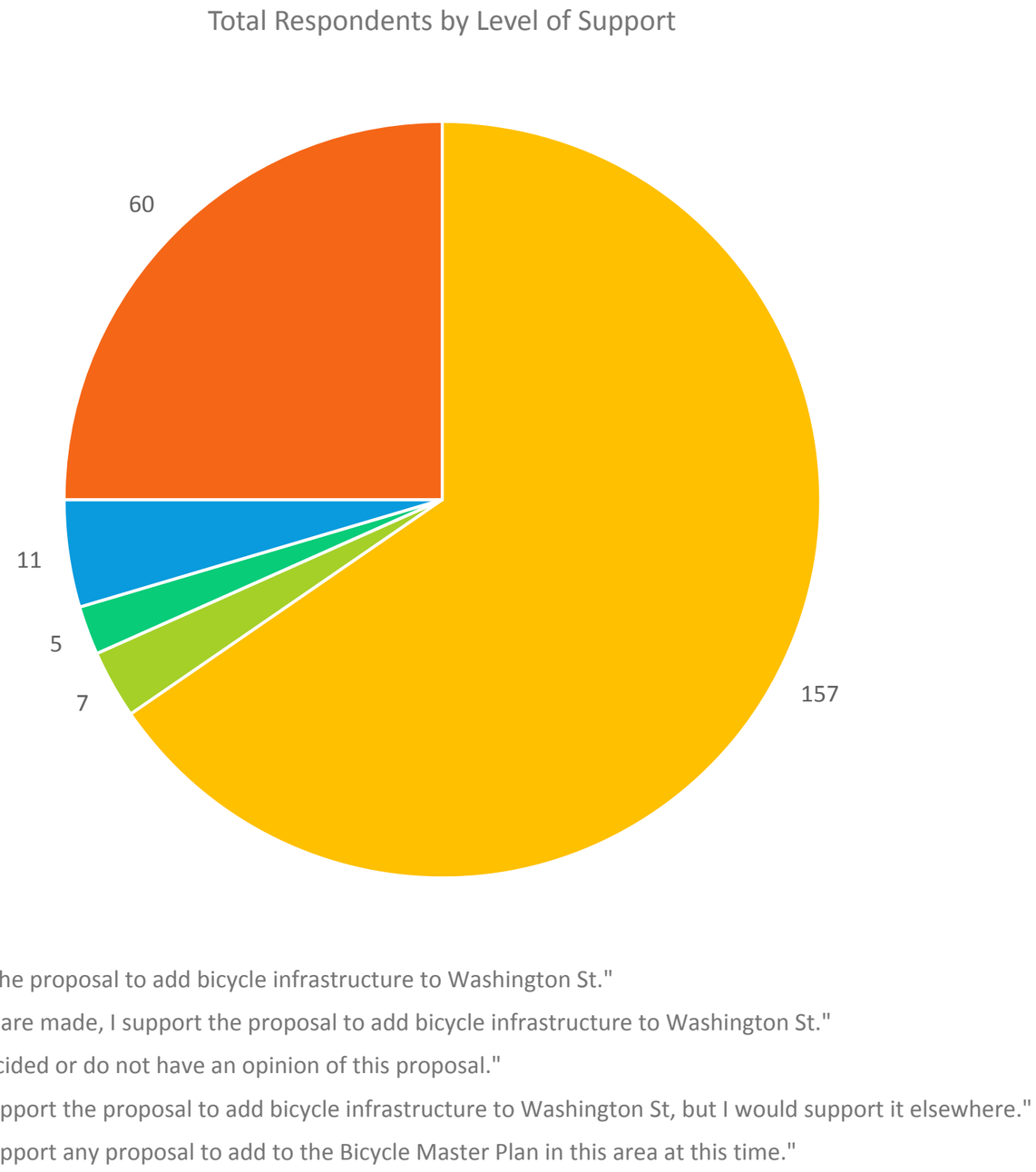
- I support the proposal to add bicycle infrastructure to Washington St.
- If changes are made, I support the proposal to add bicycle infrastructure to Washington St.
- I am undecided or do not have an opinion of this proposal.
- I do not support the proposal to add bicycle infrastructure to Washington St., but I would support it elsewhere.
- I do not support any proposal to add to the Bicycle Master Plan in this area at this time.

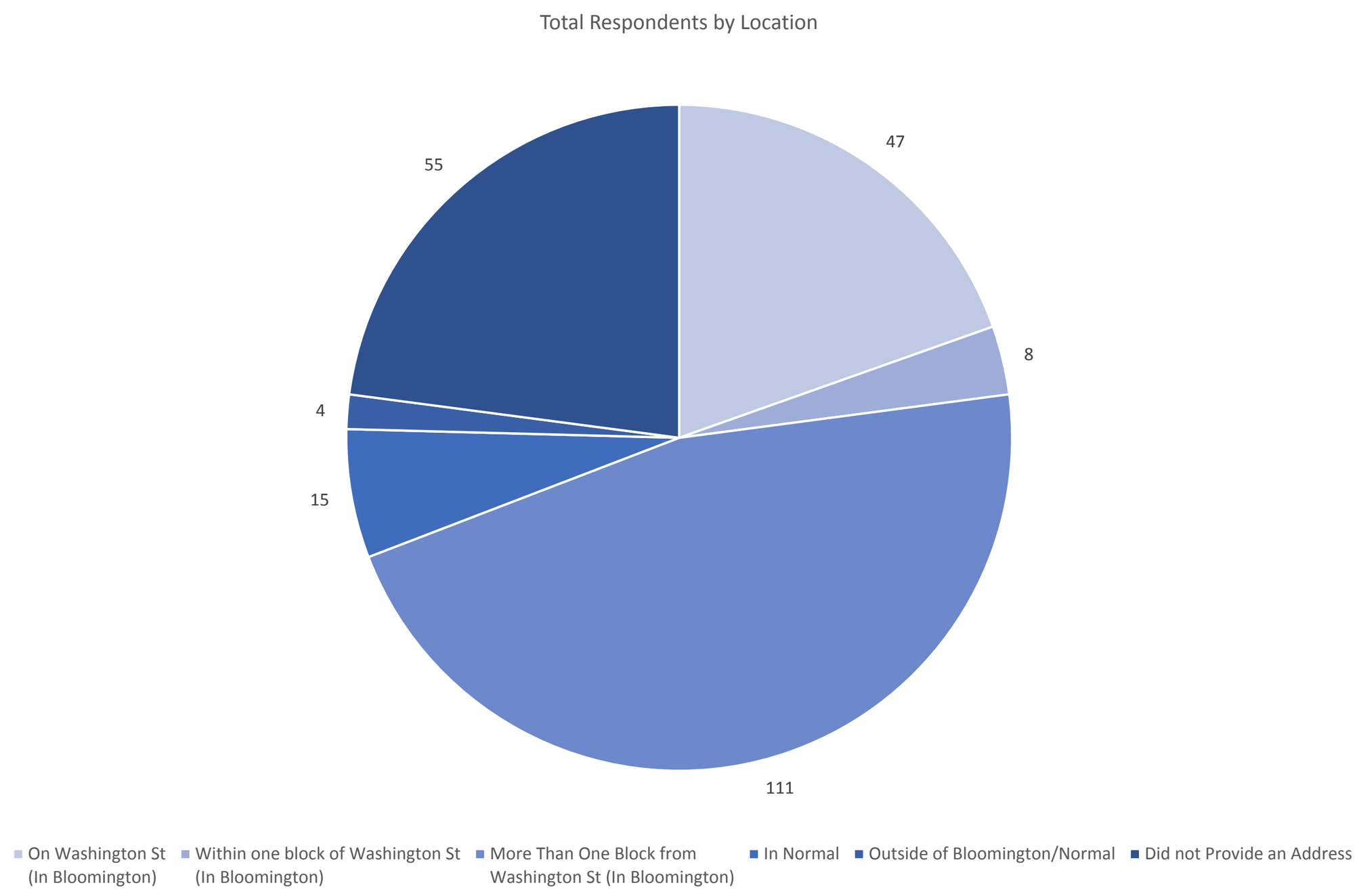
The six location categories are:

- **On Washington St.** (The respondent's Bloomington home address is located on Washington Street, within the project area.)
- **Within one block of Washington St.** (The respondent's Bloomington home address is located within the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
- **More than one block from Washington St.** (Bloomington home address is located outside the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
- **In Normal** (The respondent has a home address located in Normal)
- **Outside of Bloomington and Normal** (The respondent has a home address not located in either Bloomington or Normal)
- **Did Not Provide an Address** (The respondent did not provide a home address in their initial point of contact or the respondent did not provide a home address in any responses to City requests to provide an address.)

Public Comment Totals as of June 26, 2017 at 5:00 PM							
	On Washington St (In Bloomington)	Within one block of Washington St (In Bloomington)	More Than One Block from Washington St (In Bloomington)	In Normal	Outside of Bloomington/ Normal	Did not Provide an Address	Total
"I support the proposal to add bicycle infrastructure to Washington St."	3	7	90	14	4	39	157
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."	2	0	2	0	0	3	7
"I am undecided or do not have an opinion of this proposal."	2	0	3	0	0	0	5
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."	1	1	6	0	0	3	11
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."	39	0	10	1	0	10	60
Total	47	8	111	15	4	55	240


Total Respondents by Location and Level of Support
Did not Provide an Address
10
3
0
3
39
Outside of Bloomington/ Normal
0
0
0
0
4
In Normal
1
0
0
0
14
More Than One Block from Washington St (In Bloomington)
10
6
3
2
90
Within one block of Washington St (In Bloomington)
0
1
0
0
7
On Washington St (In Bloomington)
39
1
2
2
3
0
10
20
30
40
50
60
70
80
90
100
Total Respondents
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."
"I am undecided or do not have an opinion of this proposal."
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."
"I support the proposal to add bicycle infrastructure to Washington St."


Total Respondents by Level of Support
60
11
5
7
157
"I support the proposal to add bicycle infrastructure to Washington St."
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."
"I am undecided or do not have an opinion of this proposal."
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."


Total Respondents by Location
47
8
111
15
4
55
On Washington St (In Bloomington)
Within one block of Washington St (In Bloomington)
More Than One Block from Washington St (In Bloomington)
In Normal
Outside of Bloomington/Normal
Did not Provide an Address

Received Up Until June 6, 2017

I support the proposal to add bicycle infrastructure to Washington Street.	If changes are made, I support the proposal to add bike infrastructure to Washington Street.	I am undecided or do not have an opinion of this proposal.	I do not support the proposal to add bike infrastructure to Washington Street.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
"I'm a year-round bike commuter. The stretch of Washington b/w Mercer & Rust is the scariest route in town – too many potholes, too tight of lanes, heaving traffic, and high lips up to the driveways. Anything that will make this length of street safer for cyclists is greatly appreciated!" – **More than one block from Washington St**	"We have lived at this address for 40+ years. We have seen the stretch of road from Mercer to State become a race track. We have watched the number of cars increase dramatically. We support lanes for bikes, but the city plans must include methods to slow the traffic on this stretch for all types of movement – pedestrians, bikers, drivers – and most important our little children. Cops, cameras with heavy fines, speed bumps – changing speed limit to 25 mph, then eutoring. We're open to all suggestions are supported!" – **On Washington**	"1) What is the % that ride bikes, 2) Where is the $ coming from, 3) Are you going to require a license bikes since they will have their own spot on our roads, 4) Will there be an age requirement to ride on our streets, 5) Will there be a requirement to have head and tail light, 6) Are you going to hold bikers to our traffic laws, 7) Why is it necessary for bike lane when we have the trail to ride. This seems that the city is doing a lot for a few." – **More than one block from Washington St (In Bloomington)**	"This plan seems to inject plaque into a clogged artery. I drive Washington Street daily, and question the need for bike lanes. They will further slow traffic on a street that is too narrow to support the present traffic count. Instead, why not pursue bike lanes on less busy streets (Grove, Country Club, Jefferson, Front, Monroe, Others). Less and slower-moving traffic would mean safer bikers. Washington doesn't fit. Where are all the bikers clamoring for these lanes? This seems to be a solution for which there is no problem." – **More than one block from Washington St (In Bloomington)**	"I have heard and also believe myself that it isn't wise to put a bike route on a very busy and major artery. Sure, it is a through street, but bicyclists can make a few turns and use wide 2 lane – less traveled routes. If car lanes are reduced, this will not be popular. Most people would be in favor of bike routes on streets like Jersey, Emerson, Etc. Also, any money wasted on this should be put toward street resurfacing. The tail is wagging the dog. I ride a bike myself, but I would not favor reducing car lanes and adding congestion." – **More than one block from Washington St (In Bloomington)**
"I am so grateful for the pop-up bike lane on Washington to Mercer. As a resident of FGNA and a parent of Washington Wolves (☺), I value the speed-reduction effects that the lane has had. I walk the dog parallel to the bike lane and have had ample opportunity to observe traffic and driver behavior. People are driving slower, and it feels so much safer! The marked lines for parking do a much better job of indicating you may come upon a parked car in daylight or at night time. I this also affects general safety – sometimes, at night, you don't expect to see parked cars on the north side of the street. Please keep the bike lane!" **Within one block of Washington St (In Bloomington)**	"First, thanks for holding this forum. It would help to label the maps to show which side is north, to orient people as they look at them. I support the bike lanes, as shown, from Kreitzer to St Joe's. However, the shared lanes between Kreitzer and Towanda will not be safe. I would support a north-bound bike lane down Perrin (then west on Jefferson) and a southbound bike lane down Kreitzer (then west on Grove). Eventually they could cut over to Washington west of Towanda." – **On Washington**	"Diagrams of the intersections would be awesome. Also, if there's a way to do better right turn lanes that would be really cool." – **More than one block from Washington St (In Bloomington)**	"I love the idea of bike lanes. My family often rides down Grove St to the trail. I think putting the bike lanes on Grove St and Front St makes much more sense. Impacting the main east-west road Is not a good idea. Putting the lanes on Grove St keeps bikes on a less busy and safer road. Plus it would take advantage of the existing bike lanes on Front St. Plus, Grove/Front provides access to the trail and the Coliseum. I do not think it is a good idea to impact traffic for a few bike riders when a good alternative exists 1 block south." – **Within one block of Washington St (In Bloomington)**	"Good discussion tonight. I learned several things. As a Washington St resident and a biker, I'm all for appropriate accommodations for bike transportation. But still, I cannot back the notion that vehicle traffic needs to congest through less number of lanes to accommodate bikes on a main east-west thru-street. Co-existence and the drawing of more bikes to a congested street seems an inconvenience as well as an invitation for accidents. My entire family is not in favor of this." – **On Washington**
"I recognize that what happens to Washington Street is subject to the Mayor and City Council at this time. Thus, if bike lanes are not added to Washington St at this time, in the future it would be tempting by future administrations to make it 4 lane through there. Thus, for all of its faults, I think the bike lane is the best option – for now and for the future" – **On Washington St**	"My husband and I are long term residents of Washington Street. We feel a bicycle (lane) plan is a positive for the street, neighborhood & our city. And we are in favor of such. We feel the lane should be limited to bicycles not motorcycles. However, if the lane is established the speed limit MUST be enforced for the safety of the cyclists. There are far too many instances that the 30 mph limit is not observed by motorists. This happens 24 hours a day. There are times of the day that one cannot turn onto Washington Street. Traffic is heavy & moves rapidly. Our son, on his bike, was run off Washington Street by a speeding motorist several years ago.	At the next open house please provide a brief presentation of the proposed lane changes and overall goal of adding bike lanes in Bloomington." **On Washington**	"I live at XXXX E Washington St, right where the new proposed bicycle lanes will begin (if heading east). I have serious questions about the practicality and safety of starting the bike lanes at the intersection of Kreitzer and E Washington. The section of E Washington from Towanda/State St is very precarious due to the intersection at Towanda and the fact that Washington becomes 3 lanes west of Perrin. So it makes sense to avoid that portion of E Washington. Oddly, the bike lane disappears just west of the intersection of Washington and Mercer I assume due to the east-bound right turn lane to Mercer. The obvious question is, why doesn't the bike route stay on Grove, which is a relatively quiet street that has direct access to the Constitution Trail, and goes all the way to Mercer?	"Washington Street is too busy already! I oppose the bike path lanes as I do not see the need and find a waste of public money to do so. Bike riders are few and can use the sidewalks as they do now. Putting bike lanes on both the North and South will force the vehicles together, which is much more dangerous. I already have issues getting out the drive as traffic is flowing. It's like playing frogger. I am in opposition to this!" – **On Washington**

	It caused him to run into a parked car. Fortunately he was not seriously injured. But, this is not an isolated event in our neighborhood. Additionally, crossing Washington Street, as a pedestrian, bicyclist, motorist can be dicey. The BPD public relations officer told me 3 years ago that the "BPD does not have time to enforce city ordinances/laws". With this plan the BPD will need to have the time & people to enforce the speed limit to reduce the chance of serious injuries or fatalities. At 70+ years my husband & I are not going to be riding bicycles. We are concerned for others. Again the response from is in favor of a bicycle lane." **Did not provide an address**		There is almost constant daytime traffic on E Washington including trucks, and I can attest that having lived here since 2005 most cars do not go 30 or 35 mph. Almost all my neighbors and the Founders Grove Neighborhood Association have serious concerns about the speed of traffic on E Washington. To me it simply makes NO sense to have an "incomplete" section of bike lane on E Washington from Kreitzer to Warner, interrupted by busy intersections at Towanda/State and Mercer, when it seems the obviously safer route should be along Grove to perhaps Mercer. I should point out that my wife and I often ride our bikes on the trail, and we access the trail either via Kreitzer to Grove or via Jefferson from Perrin, all to avoid riding on E Washington. Even if the bike lane gets permanent status, I will not ride on E Washington. I will ride on Grove. I just look at this plan and scratch my head wondering, "What were they thinking?" I am a family physician with OSF Medical Group and definitely keep public safety high on my priority list." **On Washington**	
"I am a homeowner in the affected area and think this is a fantastic idea. I really appreciate the thoughtful way these lanes have been introduced. Keep up the good work!" **Did not provide an address**	"I am writing in support of the bike lanes proposal on Washington Street. I am in full support of making these permanent in our community, and I am in full support of the Bike master Plan. The only thing that would make it better is if there was some sort of physical barrier to vehicles, but I believe this is a great start. I hope our community continues toward a path of complete streets where all are welcome and safe. Thanks for considering my comments." **Did not provide an address**	"Concerns for safety at Washington/Towanda and Washington/Mercer. Cost?" – **On Washington**		"Bike lanes are creating an issue out of something that doesn't exist. There are no problems with accidents. I have lived on Washington for 15 years, and cannot remember a time where someone was hit riding a bike. Our funds should be going to real problems in our city like the state of the roads. Clinton is terrible. I take Clinton to IWU daily, and have to swerve to avoid potholes. I bike occasionally to IWU, and I take Washington to Perrin to Elwood to Constitution Trail. So easy, no issues with traffic." **Did not provide an address**
"I support the amendment to the City of Bloomington Bike Master Plan. Having used the pop-up bike lane on Washington at several times now I have noticed a calming of traffic on that stretch. Please amend the Master Plan to include Washington Street. Thank you." – **More than one block from Washington St**				"I live at East Washington. I attended the first meeting held at Washington Elementary last year regarding the bike paths. At no point in time, did I ever hear this vision was a done deal until the white chalk marks were painted in front of my home this week. Hoping you two can get my email to the correct person that needs to be aware of my concerns with this efforts proceeding forward. I walked down my road speaking to neighbors with fliers and encouraging my side of the street

				to attend the May 23rd session to voice their concerns – because as I found on my side of the street – no one is for this new bike path on Washington Street. In Founder's Grove, we support the community, we support small businesses Downtown and give back however, and this is one city vision I as a homeowner on Washington Street CANNOT support. I cannot support this for various reasons (listed below): • Traffic: Yes, I understand from the meetings the bike paths are proven to slow traffic. However, Washington is a very busy and crazy street as it is – at any given hour adding this bike path will only add to that cluster and slow traffic. A child was hit by a vehicle on this road a year or so ago – what does this mean for the bikers? • The children walking home from school: Washington Elementary is right up the road on any given day of the week I cross neighboring children to cross them over to their side of the road – just to help out. Now those children trying to cross will need to watch for cars and bikes. Most days children stand to cross for as long as 5-7 minutes. Crossing at the main intersection is no guarantee for safety either as I watched a car blow that stop sign held by the crossing guard and almost hit my own child! • Bicycle Traffic: I am all for staying active with exercise and encouraging community members to love the earth and leave the SUV at home, however, I have 3 small children and we are always outside never do we see daily cyclists. Nobody is using the path to or from work. I do see children riding for fun! But as a parent, I think it is safe to say I would never allow my boys to use the bike path given the traffic that would be right on their tails. • I did take the time to talk to an avid cyclists on Washington Street- his exact words to me is he would never use the path for fear of the never ending traffic and intersections- again safety concerns. This came from a cyclist whom also indicated he believes Grove is much safer for his riding buddies needs. He too lives on the corner of Washington & Vale.

				• Parking: Living in this historical neighborhood we have limited parking as it is – and always have had limited parking. We all sacrifice this but now that the bike club wants a route on our road we get 'official parking'. I believe the parking item should have been remediated prior to this vision. • Homeowners: as a homeowner on Washington Street I back out of my driveway daily, several times a day for work, sports, community events, school, etc. Daily I sit there and wait for traffic to clear – now on top of the traffic I am asked to watch for bicyclist? There are a lot of driveways that require homeowners to back out - I would hope this would be on top of the to do list for someone to research, find a solution and keep everyone safe. • Cyclists are pumped up for this bike path apparently, however today on my way to work I watched 1 individual on his way to State Farm get off the bike path and ride on the sidewalk – it appeared this was due to the traffic on his tail. I watched the male and sat at stop sign to let him proceed – it appeared he was waiting for traffic to stop completely maybe? He will be sitting there a VERY long time. This guy had the gear, the bike, he knew what he was doing and got off the bike path which was created for him & his crew? Again, safety is not there for these cyclists! As you can see, I understand the bikers want to enjoy their daily exercising sport. I just do not feel Washington Street is the safest solution to meet their needs based on the ideas outlined above. I tried to even hear the bicyclist to ensure I wasn't missing some key points – at this point in time, Washington Street is not the place for the new bike paths. I feel the new bike paths on Washington Street are a HUGE safety issue and will only make for lots of tragedy in our neighborhood. As a result, I as a homeowner on Washington Street, ask the City of Bloomington to stop moving forward with this vision in our historical neighborhood." **On Washington**
"I like: using existing pavement (no widening), painted barriers where possible, minimum 5ft bike widths (I am very supportive of this amendment). Concerns: how does the bike lane				"I am against including a bike path on Washington, because it is a major east/west artery. Bicycle Plan states, no parking if bike path designation, thus limiting use. Traffic on

interact with transit stops? How will the Washington/Mercer intersection work? What happens when Washington hits Veterans? I'd like to see painted crosswalks at every intersection with sidewalks. Have bike boxes been considered for any intersections?" **More than one block from Washington St (In Bloomington)**				Washington includes: buses, cars, and Emergency vehicles – increased danger. Experienced cyclists can and do use Washington without bike path designation. Future bike path markings, according to Bike Master Plan, include: Mercer, Oakland to Washington with paved side path. Regency to Eastland with bike path. Washington to Mercer to Regency with side path. Regency to Emerson. Washington is not needed to complete connections as proposed in amendment." **More than one block from Washington St (In Bloomington)**
"I am in favor of the bike lanes to provide a more direct access to downtown. I realize the safety issues and concerns, but I believe Washington St is wide enough to accommodate bike lanes, which in themselves greatly increase safety. I have biked on Washington without the lanes and am comfortable riding in traffic, but lanes would open the accessibility of Washington St to more cyclists. I do believe that community-wide awareness and education is essential to help people understand the value and the safety of lanes, and that they will not impede motor vehicle traffic. Bike lanes giving access to the downtown are important to a future that encourages ecology friendly, safe, and physically healthy transportation." **More than one block from Washington St (In Bloomington)**				"It appears to me that a very small percentage of the population (The recreational bike enthusiasts) is trying to push their agenda on the rest of the citizens and taxpayers. There are not enough people riding bikes on a daily basis (to work and back, to go shopping or even to attend the Bike BloNo meetings (take a show of hands by those who rode a bike to the meetings)) to warrant such an expenditure of time and money to try to justify putting bike lanes on every street in Bloomington, especially those streets that are heavily traveled by automobile, such as Washington Street. Bikes on these kind of streets will inevitably lead to automobile and bike accidents. Why do we want to invite such disasters when we have a bike trail that goes all the way to Hudson for recreation? If the intent is to provide cross town access routes to the bike trail then placing them judiciously on less traveled streets would make much more sense. Why haven't you done a bike traffic survey, as is normally done before expanding any road because the traffic usage justifies and requires it? I live on Washington St. in the area where you propose to put temporary lanes. There is basically NO bike traffic on Washington St. in this area. I see less than one bike a day traversing this area and it is usually on the sidewalk. The city has gone to great expense to make all the sidewalks handicap friendly, which means you can ride a bicycle down the sidewalk without hitting a bump. It is far safer to ride on the sidewalk here pedestrian and bike traffic are low, and especially so in high auto traffic areas. And bike riders recognize that. This of course requires a modicum of attention for and courtesy for the occasional fellow citizens who

				may be walking. A small price to pay for the much higher degree of safety. You seem to be headed down a path of trying to justify the unchecked proliferation of bike paths as if they are direly needed. This is not the case as you can see by simply going around Bloomington-Normal at different times of day and observing the bike traffic. This has all the hallmarks of looking for a problem to solve. Only a very, very small but vociferous group of people are being heard with little regard to the effect on and desires of the general public. This whole effort is not for the common good, rather it is the work of a small group to impose their wants on the public. This includes bearing the cost of setting up and maintaining paths, making special rules for their use and significantly increasing safety hazards to all. There are many more things in this city that need and are deserving of out attention, efforts and funds. Let's get back to infrastructure that provides for the common good and get off the special interest pandering." **Did not provide an address**
"I am happy in general with this proposal. The final stretch from Mercer to the highway is currently a nightmare, but this plan is a good first step. As someone who lives south of the trail, a southerly east-west route is necessary I am writing a quick note to advocate for the proposed bike lane on Washington St. As someone who lives south of the Trail, I use Washington as my primary road to bike to the east side of Veterans whenever I need to go over there. A full bike lane there would be a godsend to me and the many other cyclists who often need to go to that side of town. I understand the opposition is growing, but installing the lanes now will help to carry Bloomington into a future that is less reliant on cars and fossil fuels." **More than one block from Washington St (In Bloomington)**				
"I am in favor of the proposed bike lane on Washington St. I would love to see it extended to Regency/Fairway/Emerson. I live on Fairway and commute to work on bike. The streets are wide enough for lanes (nobody parks on them). It would be nice if my son could safely bike to school. Thanks. Right now my bike commute is				

4.1 miles to work vs. 2.8 when I drive to work. I would love to be able to take a more direct route to work by having lanes on Washington. Thanks!" – **More than one block from Washington St (In Bloomington)**				
"I am writing with my support for the bike lanes. I would love to be able to ride my bike more but I'm terrified to cross Veteran's to get to work even though it's only 5 minutes away. I support all efforts to make this community more bike friendly!" **More than one block from Washington St (In Bloomington)**				*This resident contacted Public Works via phone on May 15, 2017. The following is a summary of the comments made by him.* "He currently lives on Washington Street in Bloomington. He is concerned with the number of cars who use Washington Street and that the traffic count is too high. He is also concerned that, with traffic going anywhere from 30 to 35 miles per hour, it could be dangerous for bicycles that drive much slower than cards. Jim is concerned that bicycles act as if they are cars when on the roadway. He said the Washington Street Amendment is a stupid idea and that a different street should be used."
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Thank you for your time. My personal experience has been that biking here is problematic unless you live near the Constitution Trail or near a park or in a quiet neighborhood. Too often, people are just a nuisance to drivers. When I saw the chalk marks on Washington, I drove Washington as if they were truly a bike lane. It was not difficult. It caused no slowdown. I would say that it is a great idea which could be instituted in other areas." **Did not provide an address**				"Our family has resided at Washington St for approximately 16 years. My wife, and I have children ages 13-22. We are absolutely opposed to the addition of bicycle lanes on Washington St. Their addition can and will significantly increase the risk for both residents as well as bicyclists. It is already challenging to safely back out of our driveway to enter Washington. Because it is a major thoroughfare, there has always been heavy traffic at various times of the day. The sidewalks regularly have pedestrians walking to/from school/work as well as those who enjoy leisurely walks through the scenic neighborhood. To compound the historic vehicular and pedestrian traffic, within the past several years, city bus route(s) shifted to Washington. Additionally, speed bumps were added to Country Club Drive, shifting traffic to Washington. As aforementioned, it is a challenge to safely back out of our driveway. I estimate at least 25% of the Washington St residences between Towanda and Mercer do not have a means to avoid backing out of their respective driveways. To reiterate, adding marked bicycle

				lanes and an anticipated increase in bicycle traffic will increase the risk to residents and bicyclists. Furthermore, parking is limited to only the north side of Washington. Adding a lane which would inhibit street parking, would affect the quiet enjoyment of residents and their guests. Finally, there are plenty of other secondary streets available to bicyclists and could connect with Constitution Trail or other destinations. As examples, both Grove St and the combination of Jefferson/Colton, Monroe, and Country Club Drive would be less congested and likely safer. Why not leave it to bicyclists to choose as they currently do...or if necessary, mark those secondary streets rather than Washington? When my family elects to bicycle, that is what we do. We do not require marked lanes to get to the Trail or wherever we wish to go. Thank you in advance for your consideration. No reply necessary." **Did not provide an address**
"I am writing to give my feedback about the bike lanes on Washington Street. I support the bike lanes. I think it is a great idea and we will make our streets more safe. Bikes are a highly efficient mode of transportation. The Champaign-Urbana Bicycle lanes are a case of success." **More than one block from Washington St (In Bloomington)**				A petition with 21 signatures opposing this amendment was submitted on June 6. **On Washington St**
"Please consider adopting the proposed Washington Street amendment to the Bike Master Plan. I am wholeheartedly in support of anything that makes our streets safer and more accessible to everyone in our community; as such, I urge you to adopt the amendment as proposed. I believe this would be yet another great asset to the Bloomington community." **Did not provide an address**				
"I fully support additional bike lanes on Washington Street. I ride, I pay taxes, I buy stuff in Bloomington, and I vote. Thank you." **Did not provide an address**				

"Thank you for considering this as a part of the plan. I attended meetings in the beginning stages of developing a plan for Bloomington and a lot of attendees voiced a desire to have Washington as a part of the plan. I also believe this modification makes a better, overall plan. I have biked and driven on Washington since the temporary lanes were installed, and both feel much safer and more controlled to me with the lanes on the street." **More than one block from Washington St (In Bloomington)**				
"I live on Washington. Drivers move too fast on my street. I support bike lanes, because even when there is no cyclist using them, people will slow down. Thank you for inviting public comment on this issue." – **On Washington St**				

Received from June 6, 2017 to June 14, 2017 at 12PM

I support the proposal to add bicycle infrastructure to Washington Street.	If changes are made, I support the proposal to add bike infrastructure to Washington Street.	I am undecided or do not have an opinion of this proposal.	I do not support the proposal to add bike infrastructure to Washington Street, but I would support it elsewhere.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
"I'm writing to express my support for the installation of bike lanes on Washington St. I am an avid cyclist, for fitness, for my commute, and for my own entertainment, and the potential to expand the amount of safe roads that I could ride on is always something close to my mind. Please ensure that bike lanes on Washington makes it onto the Bike Master Plan this upcoming Wednesday. Cycling is an important element of this town, and is one of the reasons my wife and I chose to pursue careers in Bloomington/Normal, as opposed to simply heading North." **More than one block from Washington St (In Bloomington)**	"I am writing to express my excitement and support for continued development of bike infrastructure throughout the community. A protected bike lane along Washington would be a remarkable addition to transit in the community and greatly improve quality of life in our wonderful town. Thank you for all that you and your staff do to make Bloomington a wonderful place to live." **More than one block from Washington St (In Bloomington)**	"I have been following the issue of bike lanes in our city. This will be a difficult thing to successfully accomplish. My son lives in Milwaukee Wi. The city there has done a very good job of addressing this matter. I would urge you to investigate how they solved their bike lane issue. They have on some streets, restricted parking to one side, a bike lane, two traffic lanes and another bike lane. Turn only lanes have also been addressed. Please take a look at their solutions." **More than one block from Washington St (In Bloomington)**	"I am 100% supportive of concept of dedicated bike lanes in B/N. Bicycle/bus/car/pedestrian traffic should be part of master transportation plan, for Washington St. specific… Still concerned with that road b/c of traffic volume is. Grove St. Thanks for your work on this topic!" **Did not provide an address**	"In response to a recent Facebook post, I would like to express my support against adding additional bike lanes at this time. ---------- There are two more meetings where you can express your support for bike lanes on Washington: Tuesday, June 13, from 4-6pm at the McLean County Museum of History, and 4pm on Wednesday, June 14, at the Planning Commission public hearing at City Hall. And if you can't make it to either of those, just send an email to jkarch@cityblm.org, mhill@cityblm.org, and michael@bikeblono.org to weigh in. All of the written comments - whether they're received at the public meetings or via email - will be tabulated and included in the documentation for the final vote. And we really want to be sure that the number of people who submit comments in favor of the proposal outweigh the naysayers. ---------- Additionally: "But we've got a problem. There are a few people - very loud people - who are fighting pretty hard to stop this from happening " I believe you've got this all wrong. I'm a cyclist, but the very loud few are within bike blono. Go to State Farm and look at the bike racks...2-3 bikes...for a company of 10k+? The demand just isn't here, but the loud few of bike blono are imposing their will on taxpayers to get a bike lane that makes Washington street very narrow on one side and less safe for cars for the benefit of very few cyclists. Do I think it would be convenient to have bike lanes all over town? Sure. Do I want to spend taxpayer money on it, or lose any lanes for cars in the process? Absolutely not." **In Normal**

"I would like to voice my support for the proposed bike lane on Washington Street. My family lives in the Founder's Grove neighborhood, and I frequently bike with my 11-year old and 8-year old boys. Whereas Constitution Trail is stress-free biking, getting to Constitution Trail from our house is sometimes a challenge. We prefer not to ride on sidewalks, but I worry about biking on streets when cars are not necessarily aware that bikers might be sharing the road. Because of this, the proposed bike lane on Washington Street would be an important addition to our neighborhood and community. Please consider me a voice of support for this bike lane." **More than one block from Washington St (In Bloomington)**	"I'm writing to you as both an avid cyclist and a previous city of Bloomington planning commissioner. As a cyclist, I think it's great to go ahead and put paint on Washington Street, it gives a good awareness to cycling and for drivers to be heads up. As a planning commissioner I think it is a risky move, and as a Dad I feel it is not safe for children to ride on, as I have seen brush build up and junk in the in the lane that would be an overhead for the city to maintain. Aggressive drivers on Washington would be an equal concern as well. In the end, I do feel as though it would be positive for the city to do the low cost and very high visibility support of bike Lanes and I do ultimately support bike Lanes on Washington. My support would require directionals that lead a cyclist to adjacent streets when appropriate. For example, prior to arrival at the intersection of Washington and Mercer," **More than one block from Washington St (In Bloomington)**			"Spending part of the year here and part in Florida I have seen first hand the use of bike lanes. Florida has them everywhere. No one rides on them as it is too dangerous and one of my neighbors was killed when he was hit by a car turning right and didn't see him. How about spending money on services that will improve the lives of all citizens not just the few who prefer to ride bikes. Work on roads and sewers. So put me down as opposing money be spent on bike lanes and trails." **More than one block from Washington St (In Bloomington)**
			"I'm an avid biker and love the Trail. I do not like bike lanes on our busiest streets." **More than one block from Washington St (In Bloomington)**	
			"I do not support the proposal to add bicycle infrastructure to Washington St., but I would support it elsewhere." **More than one block from Washington St (In Bloomington)**	

I support the proposal to add bicycle infrastructure to Washington Street.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
"I am totally in favor of bike lanes in the twin cities of Bloomington and Normal. EVEN on Washington Street!!! Please help humanity save themselves in all ways that they can, whether it is saving the environment, saving the towns, and/or saving their lives by using their own energy to get around - not dependent on polluting cars and congestion on the roads. I would be happy to get out and paint bike lanes if the money is not there for helping someone get a job in this community to paint the lines for the bike lanes. Bring out the bikes!!! :)" **Did not provide an address**	"I oppose the bike lane on E Washington Street. The traffic is very busy and you have school buses going in and out. Not a safe area to narrow the driving lanes and installing bicycle lanes. Many other streets could be better able to handle the traffic." **More than one block from Washington St (In Bloomington)**
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **More than one block from Washington St (In Bloomington)**	"By now I'm sure that you are flooded with all the nays on the idiotic plans that you are shoving down our throats. Yes, bike blono is a NO-GO. What a total waste of tax dollars to satisfy a very small fraction of fanatics. Get with it, this folly of yours will cost a number of lives in your effort to mix bikes with cars. And of course it will be the driver of the car that is responsible. I guess you think that it is worth it. It will be on your heads. I hope you can live with that. If you need to ride a bike so bad use the fricken Constitution trail. At least there an accident won't cause someone to lose there life. Quit trying to make this town an Uber-left playground in which you think that it's your money to spend on your dreams. Just fix the streets and infrastructure, that's why we pay all them taxes anyway. HELLO DUHHHH" **Did not provide an address**
"I would just like to take a moment and express my support for the bike lane on Washington. Please consider adding it to the bike master plan." **Did not provide an address**	"Thank you for requesting feedback on proposal to build bike paths on Washington Street. I am opposed to spending public funds to benefit special interest groups. There are many other things we could pursue to benefit majority of the community. This project would benefit a small portion of our community. I learned as a young boy that riding my bike on major streets was dangerous. Riding parallel streets may require riding an additional block or two, but safer for all. How many months in a year would there be many bike riders? Also, considering how many hours in a day there might be bike riders indicates to me that the ROI would not justify the project." **More than one block from Washington St (In Bloomington)**
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **In Normal**	"There is a big push by some groups for the City to install bike lanes on busy main roads such as Washington St. They have stated that there has only been positive response to their inquires. That is not correct. The streets were built for motor vehicles which pay many taxes and fees to maintain them. We do not need or want bike lanes. Without widening Washington St., there is not enough space to provide two lanes for driving, two lanes for bikes and parking unless perhaps parking will only be allowed on one side of the street. One question I have is how many studies have been conducted to determine how many bicycles (prior to this push) actually use Washington St.? The whole purpose of this is to reduce the number of cars on the road and to make the majority who do drive motor vehicles drive more slowly. Do not put bike lanes on Washington St. or any other main street." **More than one block from Washington St (In Bloomington)**
"I am writing to express my support for a healthier, safer, and greener community. As a cyclist for both leisure and commute, I believe the incorporation of bike lanes on Washington St, in addition to other main thoroughfares, such as the US Business 51 (Main and Center), would enrich the quality of life in a city I've called home my entire life. If the City of Bloomington commits to expanding the common utility of our public roads by including dedicated bike lanes, it is without a doubt that greater health, safety, and sustainability will be achieved and thus the future of our city will be brighter." **More than one block from Washington St (In Bloomington)**	"I am a homeowner on E. Washington St. and I have given the proposed bike lanes some considerable thought. I am wondering how and why these bike paths have taken a priority, when there are other pressing issues that could use tax dollars? There is also a considerable amount of traffic on E. Washington St., and given recent traffic fatalities in town, is this wisest decision to make? I'm not convinced this is the best use of tax dollars nor the best location. Also, after discussing this with my other Washington St. neighbors, I know I'm not alone in feeling this way." **On Washington St**
"We see no negatives to adding bike lanes on Washington and downtown. Please continue to work with Bike BloNo in developing this web in our city. We both road the pop up and can't possibly see an argument against it - just wish it continued farther. My neighbor on North Clinton Boulevard works at State Farm and rides his bike whenever he can. Dan rides to ISU - much better now too!	"Washington street is a very busy street. Placing bike lanes on Washington street does not serve the public interest as a whole but a small minority of bike blono and their 300 members vs 78,000 people. I heard the mayors open house discussion on Friday.

Support inner city infrastructure. Make our city great from the heart out. This meets the needs of more citizens without adversely affecting others. It's a win and a long time coming. Progress." **Did not provide an address.**	I would suggest adding bike lanes by 2 feet in width to the sidewalks on Washington only after exploring the use country club lane or Front,Robinson,grove, moore, olive to get to state farm corporate north. When i was kid riding my bike we had a bike route sign on residential streets separate bike lanes. That work fine for me . As State Farm has a shuttle bus from the downtown building to corporate north, where is the demand for more bike riders coming from? The red line has two bike racks on each bus and has 2 buses in each direction. What the expected rate of usage? And how much budget dollars have tied up with this washington bike lane issue? I consider a complete street to be one nicely paved and with sewers that do not leak. Instead we have ton of potholes . Some of the pothole i have reported have been fixed and look great But others were closed with out comment, or one comment we ran out budget dollars. But as of may we have a new budget. Jim Karch was interviewed by WJBC and stated we need more funding for our roads and not enough was allocated to his budget We recently passed a gas tax of 4 cent per gallon. What happen to that money? Do we need a forensic audit?" **Did not provide address**
"As a resident of Founders Grove and an avid cyclist, I'd like to show my support for the Washington Street bike lane. This lane provides safe travel for cyclists to and from major businesses in Bloomington. It is so important to have these lanes and help increase share the road philosophies here in our community. 4 years ago I was hit by a car on Grove Street just blocks from the trail, had there been a bike lane and more public education on bike safety in Bloomington that accident may have never happened. Thank you for supporting all citizens!" **Did not provide an address**	"Now let's start off with I am very progressive and understanding to bicyclists needs. but that being said what happens when a bicyclist breaks rules of the road and dies due to an accident who's at fault? the city for allowing them on the roads?... why can't they ride on sidewalks where it's safer for them riding their bike. safer for people who are driving their cars not wanting to injure or kill a bicyclist because he hit a pot hole or big rock or crack in the road and fell in front of a car, truck, semi, garbage truck, city vehicle..... how many kids are we going to force to be within 2 feet of something that could kill them... now due to my work schedule I unfortunately won't be able to make this week's meetings but I would like to voice my strong opposition to this plan as being both a person who drives down Washington street up to 2 times a day for work 6 days a week, And as a bicyclist. And as homeowner and lifetime resident you will formally lose all support from me and my family if you choose to go further with these plans for a bike path down washing street. Ps. I forgot to mention before you waste my tax money on these lanes why don't you fix the roads first.... Pss. I will be donating into the group that sues the city after the first child dies...." **Did not provide address**
"As a resident of Bloomington's Founder's Grove neighborhood, I frequently use Washington Street to reach meetings, doctor's appointments, shopping areas, and just about anything north of Washington or east of Veteran's Parkway. In the early morning, I jog down Washington. During the day, I drive down Washington. In the evenings, I often walk along Washington. And I ride my bicycle on Washington. Not for fun or recreation or exercise, but to get to those same meetings, appointments, and stores. I enthusiastically support the proposed paint striping on Washington that would create a bike lane and a shared bike/parking lane. As you are no doubt aware, bicycle-friendly streets are safer for me and my family- whether we are on our bikes or in one of our cars. The cost of paint and signage is something I would gladly support through tax dollars. Bike BloNo and its partners are working hard to educate our community - including cyclists - on the importance of safety on the roads. I hope you will support their efforts in making Bloomington a safer, more friendly community for everyone. Please support the addition of bike lanes to Washington Street." **More than one block from Washington St (In Bloomington)**	"I own (a home on) East Washington and I do not support these lanes on my street for the following reasons: Safety – the proposed bike lanes I believe will be unsafe for those people that will opt to use them due to the traffic density that exists on the street already. Kids will likely think that these lanes are for them as well … not good. Congestion – Washington Street already has enough traffic on it. If bike lanes are introduced, bike riders will be encouraged to use the lanes which will result in more traffic that the residents need to contend with while backing/pulling out of their respective driveways. Accidents will likely occur. Bike lanes would be more effective/safer on a less travelled road such as Country Club Lane. Although the cost is minimal for paint, I believe this money can be spent more effectively elsewhere in the city such as fixing roads or what not." **On Washington St**
"As a new Bloomington resident, one of the aspects of the BloNo community that attracted me to come here was the bike-friendly atmosphere. I love the idea that I'm living in a community that is prioritizing the environment, health and wellness, complete roads, and flexible lifestyles. I understand there's been some push back on adding permanent bike lanes to Washington St. and I wanted to write in support of this effort. Bike lanes on Washington will aid in safe commutes, convenience of travel, and further cultural commitment to cyclists. As a community, we need to move forward on initiatives that make progress towards health, wellness, and vitality. Not only for	"I want to express my opposition to spending time, money, and resources on bike lanes. I am not directly opposed to the idea of bike lanes, although I don't think they are necessary. We've gotten by in this community just fine for the 48 years I've lived here…I am however opposed to this being a priority when the sidewalks, curbs, and streets directly in my area are in disrepair. Shouldn't this special interest project be something citizens could actually vote on? I know that I am not alone in my concern with this issue. Thanks for listening. I look forward to hearing from you." **On Washington St**

our bodies, but also the environment. It is my sincere hope that a few, albeit very loud, citizens do not prevent us from making forward progress." **More than one block from Washington St (In Bloomington)**	
"I'm sending this email as my vote IN FAVOR or the Washington Street Bike Lane. One reason why I don't ride a bike more often is because there are not many safe places to ride. The Constitution trail gets busy with families and kids and can be hard to safely ride on. This town is full of athletes who deserve a safe way to train without being stuck inside on a trainer or out on country roads. " **More than one block from Washington St (In Bloomington)**	"Please vote NO! on the proposed bike lane on Washington street. Washington street is a major road used by emergency services. Bikes on emergency service roads will impede emergency services." **Did not provide an address**
"I am a westside resident, and I have recently started biking to work on a more regular basis, and trying to make a habit of it. I am biking more for my health, to save some money, and because it's pretty fun. I have the benefit of being able to bike most of the way to work on the trail, but there are some busier streets I have to navigate in order to get to the trail. I am still a little wary of riding in the street, but I do it because I know it is safer than a sidewalk. The main reason I am nervous on the street is because there are still many vehicles that do not provide adequate space for cyclists. Having designated bike lanes on our larger, busier streets that serve as connecting points to major destinations and the trail would make it clear to vehicles where their space is, and make me feel much safer on sharing the road when on my bike and in my car. Washington Street from Lee to St. Josephs is not a regular route for me, but I strongly support adding bike lanes to that street and many more in our community to make biking safer for avid cyclists, people like me, and for the large number of people who have no other reliable means of transportation." **More than one block from Washington St (In Bloomington)**	"I'm completely against bike lanes on Washington St. It's a main artery for traffic. Grove and Jefferson are the best alternative. I would think 95% of the populace drive cars. This is a lot of cost for 5+% of the people. Use Constitution Trail we've already made the investment. We strongly oppose adding a bike lane of Washington Street as it is the main thoroughfare to get from the east to the west side of town. There is hardly anytime that Washington St. is not busy. It became more congested several years ago after the City changed the street to single lanes going through the downtown, I can't image how much worst it will be if a bike lane is added. In the late afternoon the traffic is heavy and it is not unusual for west bound traffic on Washington Street to get backed up as much as 2 blocks since it now only one lane going west. We own property on both the north and south side of the 400 block of West Washington Street and we feel that this change will affect our tenants. The school buses for the RAS School drop off and pickup kids throughout the day and the buses set along Washington Street for up to 30 minutes when waiting for the students to get out of school. If you are parked across the street from the buses during any of these times the area gets very congested, especially with City Buses passing through the block. In order to exit your vehicle across the street from the buses you must wait in your vehicle until there are no vehicles coming from the east. Before you make a decision on this Bicycle Master Plan I invite you to come down to this area during any of these times to observe the situation. Unfortunately, school is out for the summer but during the months school is in session you are not the 400 Block of West Washington Street is very congested. Having this area open for the buses is imperative for us keeping the school happy and as a tenant in our building. It is also, important for our apartment building and the commercial space to have the parking front of our building across the street from the school. It is needed for drop-offs, deliveries, and parking for the commercial space. After the temporary lane was added to Washington Street I was driving east on Washington Street and was following a large SUV and I noticed how the SUV created a blind spot for me to even see if someone was in the bicycle lane. I was close to Mercer Street and I was unable to see if there was a bike in the turning lane, if there had been it would have been very easy for me to have hit the cyclist. I also ride bikes but do so with the traffic or Constitution Trail if I bring my bike into town but there has been numerous times that I have observed bikers not observing the same rules of the road that I have to observe in my vehicle." **More than one block from Washington St**
"I'm writing to provide input regarding the proposed bike lanes on Washington St and other ancillary streets. I reside in Founders Grove and travel Washington St frequently. In addition my 28 years of patrol service as an Illinois State Police trooper provide me with a critical eye towards traffic safety concerns. While I suspect there continue to be motorists and residents who would prefer bicyclists not utilize this or other thoroughfares the reality is our city streets are shared by a variety of conveyances. In terms of community development, economics and atmosphere this is a positive strength. It is every bodies best interests to support safety AND utility. At present Washington St provides a logical and well-spaced location to implement well marked bicycle lanes. Providing cyclists and motorists a clear delineation of where cyclists will be supports better sharing without impeding any user. At present many motorists are improperly utilizing extra lane room as a conduit for passing slow or turning cars. I've seen numerous instances where crashes between cars were narrowly avoided. When you add in the other street users the danger increases. Solid white lines for bicyclist users provides a clearer view of where both cars and cyclist should be at all times. As a former Chicago area native I have resided in urban areas with multiple bicycle lanes. These high traffic locations have not suffered adverse consequences from clear markings. Quite the contrary...they avert perceptive disagreements. Due to some family health issues I am uncertain whether I will be able to attend either community meeting, however, I do want to voice my strong support for this bike lane and others as well. Communities often times are slow to embrace change and residents along corridors become entrenched and understandably proprietary. Advancing multiple user safety concepts is a city planning must. It truly is in the best interests of all...even those who may not initially support the adjustment. I fully support and advocate the implementation of this bicycle lane as well as additional ones. Thank you for taking my opinion into considering." **More than one block from Washington St (In Bloomington)**	
"I am a new to the bike world and think a bike lane on Washington and elsewhere around blo/no would be a great asset to the community. The trails are a wonderful way to travel through the cities safely and quickly but they don't cover some key points like Washington or provide many safe ways to cross veterans. While I cannot attend the meetings next week I strongly urge the committee and our community to think on this topic and choose safe travel for those who bike." **Did not provide an address**	"Respectfully, suggest that if you cannot attend the Friday meeting (today) in the fish bowl that Tari will have today as a citizen and those that are council members. That you send someone you respect their opinion to get you personal feedback on what occurs. From what I am seeing in social media, emails and unsolicited phone calls to me this has gotten very ugly and that is the fault of Mr. Gorman (and others) with the public relations tactics that have been and are being taken that clearly makes for a ripe environment that no professionally trained diplomat could now find common agreement the war has been escalated. Foresee without more of you on the council not being involved as a whole council this escalating further. This is a community and not just one ward's issue. This litmus test is failing of chalking a bike path and if that is a majority or even a minority that do not want it they should be heard at a committee of the whole for all the council to hear and not compartmentalized into meetings away from City Hall. Which yes in a reach out for public comment would be a good choice.
"I am writing you in support of the bike lanes on Washington Street. These lanes provide a safe, viable route to major employers, hospitals, and commerce. It has been proven time and time again that when bike lanes are implemented, they promote business and improve traffic flow.	

Bike lanes not only improve safety for not only cyclists, but pedestrians and motorists. This area of Washington Street is a bustling residential neighborhood; so it would only make sense to implement traffic calming features.

Please consider adding the Washington Street bike lanes to the Bike Master Plan." **More than one block from Washington St (In Bloomington)**

"I wholeheartedly support bike lanes on Washington Street.

I'm a Normalite, and I live at in Normal. I have worked for an outside vendor at State Farm for over a decade, and for many of those years was an avid cycle commuter. I find State Farm to be an island of employment in a sea of high speed traffic. This creates a lot of problems for employees who cycle to work there, especially at Corporate South, in my opinion. I think a cycle lane on Washington Street would be a boon to many who need to cycle in that area." **In Normal**

"Thank you for the temporary bike lanes along Washington Street. I have commuted along this section of Washington for the past 26 years mostly riding on the sidewalk. I was initially skeptical that I would feel comfortable using the bike lanes but was surprised at how safe and easy they were to use. I did not have any negative interactions with car drivers while I rode in the bike lanes. It was great how the lanes seemed to calm traffic especially as we approached Washington School. I am sure many of the neighbors would recognize me from my daily commutes through the years along their street and I appreciate the respect and awareness they have provided to me as I ride by their homes. I hope they would agree that this improvement provides a safer route for both cars, bicyclists and pedestrians." **In Normal**

"I wanted to write and show my support for bike lanes along Washington.

In full disclosure, I am a resident of Normal but bike across both communities as much as I can.

This measure would be an important safety step for both drivers and cyclists. I'm a bit of a novice and have anxiety to overcome when riding in the street, particularly busy ones. This anxiety is a direct result of not having a "safe zone" to ride and the downright frightening attitudes a lot of drivers have towards cyclists. Again, this action would be a great step to ensure safety on Washington." **In Normal**

"I and my family of five are 15-year residents of Bloomington. We have been a one-car family for the entire time we have lived here, for economic and health reasons, and out of concern for the environment. Since both my wife and I work this has meant that I have used my bicycle as a means of commuting to and from work. I also enjoy cycling with my family for recreation on the Constitution Trail.

Proximity to the Trail factored into our decision to purchase a home on Fell Avenue near Empire, and my work location is just off the Trail, south of Oakland. The Trail is a great resource in our community for which I am ever thankful. But I have found that streets in our community are generally not friendly to bicycle traffic, and as a rule I don't ride on the streets except for short jaunts downtown or to get to the Constitution Trail. I support the expansion of bike lanes in our community to make cycling safer and more convenient and to encourage more people to ride. If this modest expense results in less wear and tear on our streets and better air quality due to fewer cars on the roads, and better health of our citizens due to increased aerobic activity, I believe that is a good investment.

Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I am unable to attend any of the upcoming meetings on this topic, so I am submitting my comments electronically." **More than one block from Washington St (In Bloomington)**

"My family lives in the Eastgate neighborhood between Washington Street and Oakland Avenue. Our two oldest sons will attend Washington School in the upcoming year. My husband works at State Farm. We bike in town and on Constitution Trail for enjoyment and transportation. We support bike lanes on Washington Street. Such bike lanes would facilitate safer biking from our home to other important locations in our community. Bicycle lanes would make it safer for us to bike to these places we frequent: State Farm, Washington School, Eastland Mall, OSF (our children see a pediatrician in the adjacent complex), Green Top Grocery, Downtown Bloomington (including Bloomington Public Library), and Constitution Trail.

We are also frequent pedestrians on Washington Street. Bike lanes would make us safer on our walk to school. Providing a safe space for bicycles on the street would increase safety and comfort for pedestrians on the sidewalk. Greater clarity about

But the Master plan exists and not sure the educational aspect and even a qualified as well as quantified support really exists as compared to the promises to maintain the infrastructure at a level that we would not fall behind as compare to the rate of damage, degradation and deterioration yearly of use of those systems. The Bike Master plan needs a second public vetting and re-consideration more to implement a better communications model than ever before with an educational component that is truly balanced showing the real pros and real cons. That being said if you really want public acceptance and not a war. My comments about a war are totally observational and a bit strong but it is my opinion of today's status on this matter.

So, you the council needs to consider a public town hall/public hearing/meeting with CIVIL two way communication which would be a much better way in a communications model that is new and fresh with the entire council present.

The bike master plan like the noise ordinance as it was considered pits neighbor against neighbor because of a out dated models for transparency, communication (two-way) and the cultural belief the council and administration are not being realistic in their thoughts the status quo is working in the best interests of all citizens and not just those the voted for those sitting in the seats the citizens own.

It was my vision and not taking a position on this issue just yet. That the communications model that exists today and did as the Bike Master Plan was moved thru the "process" that like we all have seen before the citizens outrage comes up either the night of the council vote or during an implementation.
Those citizens that are using very rude, belittling and approaching defamation are just reflecting the tactics of some of our elected officials tactics.As Mr. Sage has stated and underscored by Mr. Mwilambwe "that we the council as elected officials set the tone for the community".
Again, the tone and stage has been set for the citizens to once again have their perspective see this as not having a say, voice or real input to make a difference and of less importance as one citizen that pays taxes than a non-profit that is not paying taxes.

The culture change has not occurred while many on the council from a cheer leading and "got my way" have this sense of success when all 9 vote in agreement. But then we have the same re-occurring underlying issue of 80 % of the citizens do not vote. Because they do not and believe unlike me that one citizen can make and be a positive impact to the council and for the many (80 %) that are disenfranchised and yet complain to other citizens,
Unlike most citizens I have offer solutions, other perspectives to consider and even with that there have been the very same tactics to defame me, belittle me, and attempts to bully me. Are you as council members going to follow up on these issues for Our City and demand decurom, respect and see that these tactics that are well documented be stopped as a part of a new model in better and more civil TWO WAY communications with the citizens openly, publicly and transparently ? (includes comments to the media)

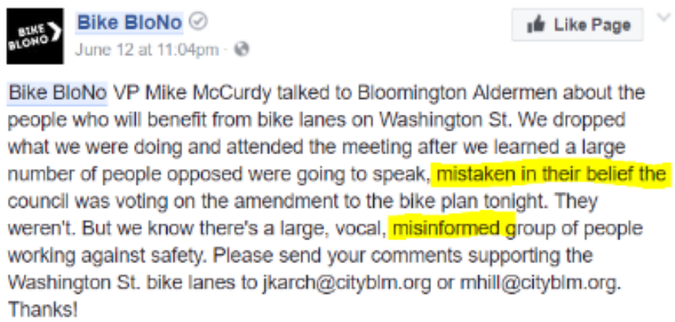
Just sharing yet another observation that underscores the need for the Open Data Ordinance to be on the committee of the whole agenda to move that legislation forward as one of the new tools to help educate the citizens before decisions are made to move with MORE public support not less. Think of it as an online university that the citizens and yourselves can see all the same information at the same time in a much better organized manner just like the bringing of the legally required transparency information that was on the website already to it all being linked out of one web page instead of the scattered mode it was. Sorry that five members of the city council are not willing to stand up for this one citizen with a solid piece of legislation to move Our City Onward and Upward with quantified and qualified citizen support. But clearly the council does not want to rock the boat for the many and instead just for the one.

"After this testing period of chalk lines on Washington St. has occurred and based on neighborhood feedback. Along, with some of my own research on bike lanes that has been on-going since 2014 as well as attending many meetings on this matter it is my opinion to advocate to not have bike lanes on Washington St. in Our City.

In fact my opinion has been turned towards now actively advocating for no bike lanes in the City of Bloomington based on current infrastructure. My opinion on this does have some well informed components such as the Chair of a working group

where motorists, cyclists, and pedestrians should be, as well as focused enforcement of proper lanes and speed would make Washington Street a safer place for everyone and all modes of transportation." **More than one block from Washington St (In Bloomington)**	related to Infrastructure for the Comprehensive plan. Decades of attending council meetings and simply being well informed as well as listening to pro and con on this matter. Hopefully I can be this is concise enough for you. 1.)New State Law bicycles are now vehicles in the State of Illinois as of Jan. 1, 2017 which is a shift in the law that changes the need for segregation of bicycle vehicles Additionally, there is no law requiring segregation that has been published related to this matter as I know the matters at this time. This creates a paradigm shift in sharing the road here in the State of Illinois, City of Bloomington and The Town of Normal. 2.) As a living survivor of a 25 MPH accident at Washington at Gridley (1977) of two vehicles that left me with decades of pain and suffering which was finally ended in 1999. I, consider Washington St. as well as many of the arterial roads. Before as well as after the accident and currently not to be safe for bicycles for myself and when my children were young. Even prior to 1977 as a 7 days a week bicyclist driver as my only means to get to the East side of Bloomington from the West side for work and shopping I simply avoided Washington St. and found very nice comfortable alternatives that even then had parked cars did not increase drastically my time. But I was very fast on my bicycle vehicle at that time so for me a small course change was no big deal. Will not admit ever to violating the posted speed limits. 3.)Based on the new state law (item 1.) as well as other items not expanded upon in this email. It is my rational conclusion is that as laid out in the Master Bike Plan that indeed bike lanes are the answer for the politicians to feel like the did something for sharing the road with bicyclists put indeed are not the right direction for a city of our size combined with a structural deficit to continue to pursue. Indeed, no longer are Bike lanes the answer for Our City, but other engineering solutions that are not being considered in this widespread "Bike-Lane craze". It is those solutions and not bike lanes I can support that will make life easier for bicycle vehicles and provide even better public safety policy for all citizens. Based on your stewardship and your fellow professionals are quite aware of. But for the sake of others let me share as an example, a wider curb lane (with no stripe designating a bike lane) will make it possible for bicycle vehicles and those skilled in driving ride safely on an arterial street if they so choose." --- I do not wish nor should you be asking legally for my home address (ask Mr Jergens). I am a resident of Bloomington. If indeed this was meant to be a qualified and quantified process a form would should have been made available totally from only city hall work efforts. That form would show what is needed to qualify and quantify any tabulations. With a number of fields clearly labelled that those filling it out did not have to share such things as their address. I am not sure that in the current approach that those sending emails are aware that they become available under the Freedom of Information Act and they can reply in a manner to protect their citizen (not public figures) privacy. The current communication model for citizen input again fails just as the online polls (which have thankfully stopped) and other ways that I proved were not qualified and not quantified. Thus, cannot be used in any tabulation to determine numbers for, against, or unsure. That has to be done by the decision makers in reading the emails and not from a tabulation. This now is tainted by what has is unacceptable tactics by Bike Blono. They are not the town square they do not and are not allowing complete freedom of speech because they have a bias and are lobbying the city council and the commission. Which for anyone serving on other commissions, boards or other public bodies for me from my perspective is abuse of the position and unethical. For the personal safety of those sending emails that you redacte their home addresses and if you do that then you should not be reporting any tabulation beyond they are confirmed as a resident of Bloomington. The the retaliatory actions by Bike Blono on facebook now of two different citizens of Bloomington households. Why would any feel with the social media tactic of trying to intimated citizens by a non-profit want to make it easier for that to be turned on the citizens opinions ? This tactic is being used against a residences that pays property taxs, user fees and all the other taxes doe NOT agree with the need for ANY bike lanes for as of 1/1/2017 two wheeled bicycle vehicles?
"We are writing to support for bike lanes on Washington. It inspires more people to ride bikes because it motivates more people to get out and exercise. It is safer for cyclists because bike lanes reduce the rate of cyclist injury. It is safer for motorists because bike space that is clearly marked by paint, allows motorists to know how much space to allow for safe passing. It is safer for the environment. As people feel safer and the number of cyclists grow, this conversely alters the number of vehicles on the road. Thank you for voting "yes" for bike lanes." **More than one block from Washington St (In Bloomington)**	
"I am writing in strong support for the proposed bike lanes for Washington Street. I work on Grove Street, one block south of Washington Street, and I ride my bike as my primary form of transportation for daily commutes to work. I support the development of additional bike infrastructure on Washington Street as it is a primary transportation route within the surrounding area and would serve as a convenient and safe bike route. The neighborhood in which the bike lanes are proposed already experiences very high levels of bike traffic. I see a lot of bikes travel past my office on the 900 Block of Grove Street on a daily basis. Washington Street is also an established east-west feeder route for the Constitution Trail, which already provides good north-south linkages throughout a large portion of the Bloomington-Normal community. Washington Street is the logical location for additional bike infrastructure because the public right of way is very wide and can certainly accommodate additional infrastructure to allow for improved spaces for cars, bikes, and pedestrians. Washington Street has always been a key transportation route throughout its history, connecting Downtown, the former passenger train station, the former Bloomington High School/Junior High School, old and newer State Farm facilities, the OSF hospital campus, and retail in the Eastland Mall area. Residential uses along certain portions of Washington Street have always been faced with traffic. The bike lanes will not worsen the situation. The bike lanes may improve the situation if some of those car commuters on Washington Street switch to bikes. Please recommend and approve the proposed Washington Street bike lanes. I appreciate the collaboration between the City of Bloomington and organizations such as Bike BloNo that are providing very helpful input regarding biking infrastructure and policies." **In Normal**	
"Just wanted to give some feedback regarding the temporary bike lanes on Washington. I think they are fantastic! I rode from the lake to Bloomington Cycle (with a stop also at Vitesse), going through town on the trail. Using the Washington Street bike lanes I was able to ride out to Fleet Feet safely! I then could navigate on side streets back to the Constitution Trail. These bike lanes made my trip safer, and allowed me to shop at more Bloomington stores that day! Please consider making these lanes permanent, or at least continuing the trial. Thank you!" **Did not provide an address**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I commute by bicycle to work 5 days a week weather permitting. My home is only 2 short miles from State Farm Corporate, so riding my bike and parking near a building entrance (compared to driving, parking, and walking) usually takes the same or less time, and preserves a valuable parking space for someone who needs it. I always make an effort to obey all traffic laws and to be conscientious of drivers and their time. To that end I typically take the Constitution Trail over Oakland Avenue and exit on Grove St. While overall Grove is an acceptable road to travel, extending my commute by utilizing Washington street is worthwhile. While I have commuted by bicycle for over a decade and	

am comfortable riding in traffic, I feel that a dedicated bike line increases my personal safety and reduces friction with motor traffic. I also believe that a dedicated bicycle lane will encourage less experienced cyclists to utilize a bicycle as a means of transportation. I have seen this demonstrated many times as I used the pop up bike lanes. For example one day I noticed two children riding on the sidewalk. After passing them I heard them recall that bike lanes were present and that they should try them. I then saw them do so, to the benefit of pedestrian traffic. In conclusion, a dedicated bicycle lane on Washington St. is more than worth the minor cost of a few painted lines. Supporting bicycle infrastructure is important to support the continued growth and prosperity of Bloomington-Normal. I live in Bloomington, about 2/3 mile from the proposed bike lane. When I utilized the pop up lanes I actually saved time vs. taking my usual route down Grove. Due to the narrowness of Grove and the condition of the road I would certainly utilize a smooth dedicated lane. Taking side streets as I did initially is slow as well as hazardous due to the number of intersections. I have also been surprised that many do not know that cyclists have the right to use roads in Illinois. The Illinois Department of Transportation is a good source of information. As a cyclist who would utilize this route daily, please feel free to reach out to me with any questions you may have." **More than one block from Washington St (In Bloomington)**	With no apology and then violating a verbal agreement to remove the tactical choice to single out a residential home with children and a nuclear family. The approach of this public input using emails and to tabulate the results is far from qualified and clearly not quantitative that you plan to present to the Commission and then to the Council if this gets to them in July. It would my suggestion that no tabulation occur from the emails or public cards. The commission and the council do not need to be spoon feed a tabulation. Is their a state or Federal requirement in this process that requires a tabulation? How about you have included in the packet to the commission some full disclosure? Who took and posted the photo of the resident on Washington St ? Who does each member of Bike Blono work for ? (might be privacy issue) What is their contributions (public domain) to each of the current sitting members on the council? How many of them worked on and for specific campaigns in the last 16 years ? What members of Bike Blono are on other boards and commissions for City of Bloomington, Town of Normal and Mc Lean County ? Is Bike Blono a non-profit or now become a lobbying group? They have lost their creditably and clearly based on their facebook tactics and verbal comments bias and are not elected to office by 80% of the voters not voting. Yes, add this email to the public comment for the packet and your replies." --- https://blnnews.com/2017/06/14/the-bike-blono-bullies/ This news account with some editorializing (opinions) showing the following fact of what was posted on the Bike Blono facebook page from a trustee of Connect Transit, founding member of Bike Blono and a citizen. What was posted on facebook is at the end of the email. Not enough to go after a person home with photos because they posted a sign expressing their opinion and not follow anything close in being respectful. Then to agree to remove the posting and then NOT to honor that agreement. Totally politics within a non-profit. Then add the fact that one of the two served as treasurer to one of our alderman's campaign and even posts on social media he helped her win. Think that alderman needs to recuse from any more votes on the bike master plan in the future. For those present the city council meeting and those that have since watched the public comment. It is my opinion that these property owners, tax payers of use taxes and property taxes have every right to speak at public comment at time that just might be more convenient for them and their family than 4-6 PM or in the middle of the day. They are truly grass roots and did meet with cyclists that showed more respect than the two appointed by the City of Bloomington governing body. The city council sets the standards and by not doing anything you as council are saying this is just "outrageous" with no action taken that is within the law as to for ethics, conduct as an appointed official of the governing body and just not good citizenship. This is applauding consider a couple of public commenting citizens advertising their business did not get anything close to this bullying. Again, the communications model is out dated with the 21 st century and does not help nuclear and non-nuclear families for Our City. This neighborhood are self-governing and making their own choices under their freedoms they have in Our City and country on not having painted bike lanes on Washington St. They are not mistaken and not misinformed. This is a cowardly attack not based on facts just bulling, political tactics and not how I have never seen attacks like this from any other non-profit in our community with two now individuals that have appointed seats under the governing body of the City of Bloomington and County of Mc Lean. I ask now for them to be removed from those seats. An attack on citizens is an attack on all of us. Making accusations that are deeming are attacks when they are not factually correct. This is not welcoming citizen input and their rights.
"I'm writing to express my support for the Bike Lane on Washington Street. I ride a bike as my primary form of transportation on a daily basis on Bloomington streets. I have a car and a driver's license and can afford to drive, but prefer to ride for exercise and to reduce carbon emissions. Plus I simply enjoy riding more than driving as I get to see things from a more intimate and organic perspective. But trying to get around by bike in Bloomington is challenging because the bike infrastructure is lacking in some areas. My work is in the 1900 block of West Market Street. Trying to get from the west side of Bloomington to the east side via bike is difficult and dangerous. Adding bike lanes to through streets (like Washington) would greatly improve things. So again, I'm strongly in favor on adding bike lanes to Washington Street. I'd like to add that my work address is in Bloomington. I ride a bike to work every day even through the winter. I started using Strava last year to track my trips and miles. So far this year I've logged X rides and X miles in the Bloomington-Normal area. I frequently ride on Clinton, Linden, Locust, Empire, Towanda, Emerson, Jersey, Lee, and W. Market. Below is a link to my heatmap. You're welcome to share this with with anyone interested." **In Normal**	
"To begin with, I strongly support putting in bike lanes along Washington Street. In fact, I would urge you to consider adding protected bike lanes there and elsewhere throughout the community. Protected (or divided) lanes are much safer than painted lanes; however, I also understand there is a considerable cost difference. I am a PhD candidate currently at the University of South Carolina, and a proud alumnus of IWU. The four years I spent in Bloomington-Normal will always be cherished, not least because of the accessibility I enjoyed while living on IWU's campus. I was across the street from a Walgreens and Kroger, and could easy access basics like band-aids or pop-tarts. From time to time, I would visit friends at ISU's campus, typically by riding my bike or walking along the Constitution trail. After graduating from IWU with a BS in chemistry I went into the graduate program at USC, which is located in South Carolina's capitol of Columbia. Having just spent four years in Blo-No, where I could walk to anything I needed (or get a ride from a friend for anywhere else), I naively thought I could survive just as well in Columbia with nothing more than a bicycle and youth's enthusiasm. However, cycling for fun and for necessity are two terrifically different things. My first year in Columbia, I lived about a mile from the nearest grocery store and two miles from campus (which is far more sprawling than IWU's). To get to campus, I had to ride over a bridge - either in the 2-lane road with medium traffic or along a sidewalk with a low railing. My daily commute would then continue along roads with low to medium traffic. Now that I write it out, it almost sounds like fun. To be fair, I did enjoy riding my bike into work - most days - but at the same time I didn't have another option. On stormy days or days where I knew I'd be out after dark, I couldn't drive to work. I didn't have that luxury. Columbia has very few bike lanes,	

and no protected bike lanes. I would gladly exchange the enjoyable rides for the rides where I rode home shaking in terror, in the dark, during a thunderstorm. Hoping that the reflective vest I had on and the flashing red light on my bike was enough to alert the drivers behind me in time; hoping that I wouldn't be struck from behind and thrown into the Congaree one hundred feet below the bridge. What I'm trying to get at is this: The bike lanes you will soon be voting on are not just for the joy-riders. They aren't just for the lycra-wearing Eddy Merckx wannabes. These lanes are for the bike commuters; those who can't afford a car, and have no other options. For these people, they aren't choosing to ride - they have to. They have to ride, in the good weather and bad, in daylight and far after dark. What you're voting on isn't a way to make some select few better enjoy a hobby: you're voting on literally saving lives by separating cars and bikes into different lanes. Bike lanes improve safety, and relieve congestion (I can't remember the last time I drove under 25 or rode my bike faster than 15 mph). All of my comments are anecdotal and as a chemist, I value much more some statistically-backed study to support an argument. For that, I will leave this article from the Seattle Times, which discusses a not dissimilar discussion about bike lanes and commuting, and Seattle's recent study on how businesses are impacted by their proximity to bike lanes. For more information and studies on how bike commuting is beneficial to health, the amount of revenue that is generated in local businesses near bike lanes, and how much traffic can be cut down by having bike lanes (especially protected lanes), I reference you to Michael Gorman, Bike BloNo, and People for Bikes." **Outside of Bloomington/Normal**	I condemn this tactics and necessary words by citizens that just like the city council should act in a better manner with citizens. I can no longer take anything from cyclists and Bike Blono with any further respect for their efforts that have crossed too many lines to have trust they have the entire community but only their political lobbyist actions and not real decorum public discussion of pro and con. This is just like other venomous online postings that the council has had to deal with. They do not help our community be one just divides it more which is in my opinion the political goal. This is a terrible for our local democracy. Sadly," **Did not provide an address. Received after June 14, 2017 12:00PM, but from same individual as previous comments.**  Bike BloNo June 12 at 11.04pm Like Page Bike BloNo VP Mike McCurdy talked to Bloomington Aldermen about the people who will benefit from bike lanes on Washington St. We dropped what we were doing and attended the meeting after we learned a large number of people opposed were going to speak, mistaken in their belief the council was voting on the amendment to the bike plan tonight. They weren't. But we know there's a large, vocal, misinformed group of people working against safety. Please send your comments supporting the Washington St. bike lanes to jkarch@cityblm.org or mhill@cityblm.org. Thanks!
"Hi, I am a bike rider who lives near the mall. I am in favor of bike lanes being part of Washington street, as there arent many good options for east-west bike riders. It would nice to see Bloomington show the same forward thinking that Normal shows as far as safe bike routes to the downtown area. I would spend money at downtown Bloomington businesses the way I currently do in Normal. Thank you for reading, and I hope you can help." **More than one block from Washington St (In Bloomington)**	
"I wanted to drop you a quick message to say that I am in support of the proposed Washington Street bike lanes. I have been using the temporary lanes for the past couple of weeks and I really appreciate them being there. Even though Washington is a busy route, I feel much safer with the visual element of the lanes on the pavement. It's also nice to have smooth pavement all the way to the curb! Riding on streets that are much less busy actually ends up being more stressful because of the rough/patched pavement in what would be a bike lane. I urge the City of Bloomington to make the Washington Street bike lanes permanent. They would go a long way toward making sustainable transportation in the city a reality. When driving a car, I do notice that I am more vigilant and watch my speed more closely when I know there are designated bike lanes. I am a resident of the Founders Grove neighborhood (E. Taylor St.) and I feel the lanes would also be a valuable asset for an already welcoming and accessible neighborhood." **Did not provide an address**	
"I'm writing in favor of the bike lanes on Washington Street. As someone who does not live near easy trail access I'm fully supportive of all bike lane efforts. People should be able to use the transportation method of their choice and do so safely. I am home now with my son but when I was working I commuted by bike and was often crowded on the road. It is an uncomfortable, unnecessary and dangerous situation. Bike lanes encourage drivers to stay in their own section of the road while allowing them to feel confident they aren't crowding the other side either. If it slows down traffic on Washington then that is even better. People are always on my bumper when I am going the speed limit. Let's make Bloomington a safer more accessible place for everyone. I would also love a safer way to get down six points!!" **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan: I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **More than one block from Washington St (In Bloomington)**	

"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **Did not provide an address**	
"I support bike lanes on Washington St. for the safety and convenience of the cyclists. I do not cycle, but would much rather see cyclists have their own lane than intermingle with traffic." **Outside of Bloomington/Normal**	
"I am writing in support of the proposed bike lanes on Washington Street. I am greatly in favor of this proposal, as I believe that bicycles are a wonderful mode of transportation. Thank you very much," **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Thank you for your time." **More than one block from Washington St (In Bloomington)**	
"I am writing to voice my support, as a Citizen of Bloomington, for Bike Lanes on Washington street. I feel adding bike lanes to our city streets will allow for a safer coexistence between drivers and cyclists on our streets. I would like to see more bike lanes throughout the city. I believe it would make our city more welcoming to people looking to relocate here. Cities that respect all of the needs of their citizens are always more desirable. Washington Street would be a great location due to its central location and convenience." **More than one block from Washington St (In Bloomington)**	
"I am writing to express my support for the bike lane on Washington Street. I would love to see the city implement more bike lanes wherever possible. I am not a cyclist but as a driver I feel it is safer for everyone to have dedicated lanes for each." **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I currently live in Normal, IL about a half block from the Constitution Trail. I don't understand why the City of Bloomington doesn't wish to embrace alternate modes of safe travel … even, if only for recreation. Many cities across the nation seem to be choosing to move forward to encourage bicycle lanes/trails." **In Normal**	
"Please count me as a supporter! Bike lanes make our community safer, stronger, more progressive and healthier! They are a win-win! Having a safe route for people to get from east to west is a boon for Bloomington. Having lanes that lead to the trail makes sense! Thank you" **In Normal**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **More than one block from Washington St (In Bloomington)**	
"I am writing to support the completion of the proposed bike lanes on Washington Street. As a daily cyclist, I use this corridor frequently and believe the creation of the lane will make Washington Street safer for us all. It was great when the temporary lanes were striped — cyclists knew where to go, and cars knew where cyclists would be. I have heard a number of area residents comment that the temporary lanes slowed motorists down, which they viewed as a positive outcome. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the Washington Street amendment to the Bike Master Plan as proposed." **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I cannot comprehend how anyone would be against a bike lane... even those who write newspaper editorials against bicyclists Because the bike lanes would remove most of their complaints. This is a win-win for everyone. The more people biking to work and other activities, the less petroleum will be used, the less pollution we'll have and the population that bicycles will increase the physical and mental health of the community. How can this not be self-evident? I am quite frustrated that I'm working both afternoons of June 13th & 14th so want to voice my opinion the best way I can in my physical absence from the meetings." **More than one block from Washington St (In Bloomington)**	
"Bike lanes in Bloomington. Why not vote YES?	

Bike lanes are things in Up and coming Cities. Why send Bloomington back to the dark bloody ages? The one were Bikers are injured or killed by autos. Worse yet. Bicycles in the lanes of traffic slowing all those cars. Resulting in road rage. So why are you voting against? Help the environment and improve Your health. Ride a Bike. Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **Did not provide an address**	
"I will be unable to attend any of the upcoming meetings regarding the Washington St bike lanes, but wanted to express my opinion. I wholeheartedly support the establishment of bike lanes on this street. I believe that the lanes will both provide more safety for bikers and slow the traffic on Washington. The street is so wide that it is sometimes dangerous when driving because some drivers want to treat it like it is two lanes in each direction. Having a marked lane for bikes will make it clearer that it is only one lane in each direction. It always concerns me when a small number of people in an area wants to stop something that would benefit innumerable people simple because they don't want it in their neighborhood. People who say that there aren't that many people biking through that area now can't know how many people might be attracted to that street to use the lanes if they are provided. The cost of providing these lanes can't be all that much, and it will never suit everyone if the city pays for them. But everyone has their own opinion of what the city should spend money on. Some things are just quality-of-life issues, and this is one of them." **More than one block from Washington St (In Bloomington)**	
"I'm writing a short note to tell you that I am strongly in favor of bike lanes on Washington Street and other streets in and around Bloomington. I am an avid biker and often get off constitution trail and ride down Grove street and through downtown Bloomington to catch the west part of the trail toward the edge of the city to get to the roads that lead out to the country roads. It is very nice to have a bike lane....for safety especially. I often see many riders using the designated bike lanes. It also lets drivers know that they can expect to see bikers on these roads. So....I give a big thumbs up for any and all bike lanes that are provided by the city." **More than one block from Washington St (In Bloomington)**	
"I whole heatedly would love to see a bike lane on Washington. My husband bikes to SF Corporate 4-5 days a week and he could use a designated bike lane to get there. The traffic on Washington moves way faster than the speed limit. I wont see it as a bad thing for the bike lanes to slow that down. Especially since Washington School is on that street. I don't see how drawing some white paint on the ground takes away from tax payer money either. They get painted in a few hours and that's it. I hope you guys get your lane, it would be great to have more designated bike lanes in our town! Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **More than one block from Washington St (In Bloomington)**	
"I use Washington St a lot to get downtown. When I saw those drawn lines for a bike path I wanted you to know I immediately slowed down. I love the idea." **More than one block from Washington St (In Bloomington)**	
"As someone who supports green initiatives and whose husband is a recreational cyclist, I want to extend my support for the permanent bike lanes in Bloomington." **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I have a previous obligation, which will prevent me from attending the meeting on 6/14 that is why I chose to send the email. I think that having a bicycle friendly community is a no-brainer. The benefits of making our community bike friendly and our streets equipped to accommodate bicycles far exceed the costs. When I go on vacation, I like to go to places that are bike-able and I am not alone. Why wouldn't we want to make Bloomington-Normal a more attractive place for tourists/visitors? People will spend their money here when they feel they have opportunities and a variety of ways to do it. Making our community bike-able is a way to help us be more vibrant and profitable. I live in Bloomington. I am not comfortable providing my address. How are you categorizing feedback and why do you need my address to categorize my comments?" **Did not provide an address.**	

“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” **More than one block from Washington St (In Bloomington)**	
“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community. I am always amazed at the people who speed down Washington, especially in that residential stretch. Bike lanes Mae our streets safer. As such, I urge you to adopt the amendment as proposed. Thank you for your time.” **More than one block from Washington St (In Bloomington)**	
“I've lived in Bloomington-Normal since 2001 (13 years in Bloomington, the rest in Normal). I ride my bike everywhere, including (especially) shopping and running errands. I tend to limit my spending and visits to places I can get to on my bike, as does my husband. We just enjoy the quality of life that comes from combining everyday errands and fitness. The increasing number of bike lanes in town has been a tremendous improvement in the safety of our treks around town. It's also greatly increased our enjoyment of our community. One of the things we enjoy most about our lives here in B/N is the increasingly bike-friendly environment. We really feel it's been an economic engine here that people need to pay attention to; it makes our community stand out as a place with a high quality of life and a forward-looking attitude. In times like these, we need this reputation more than ever to attract and keep business and talent in Bloomington-Normal. There is another point I would like to make in regards to cycling as transportation. Not everyone who does this really has a "choice" (as I do). Plenty of people in our community cycle to work and school and errands because it is their best, most affordable option. Many cross busy streets and navigate dangerous intersections out of necessity. Please don't let ill-informed naysayers overwhelm this conversation. Make it safe for everyone to share the road. Please support bike lanes on Washington Street.” **Did not provide an address**	
“I want to send this in support of permanent bicycle lanes in Bloomington. I am not a cyclist but so strongly support the concept. There are so many benefits for our citizens. There are people who don't or can't own a car and may rely on bicycles to get to their jobs. Some people just enjoy cycling as a form of exercise. Some people see it as a move towards a greener environment for our community. Whatever the reason cyclists should feel safe in pursuing this activity. Bicycle lanes become an extension of the Constitution Trail which has already added a healthy, safe transportation option. And safety is my biggest concern. Education is SO important. Non-cyclists must be taught not only to respect the cyclists and their distance from them but to understand the hand-signals. Cyclists must be taught to obey the rules of the road. If this project goes forward I'd like to see local media stress ways to keep everyone safe. Other countries, and even other communities in the US have embraced this addition to their cities and have been very successful. I suggest Bloomington study these and find the best ways to implement bicycle lanes to enhance Bloomington's traffic flow. I want to thank the city and the biking community for working together on this project.“ **More than one block from Washington St (In Bloomington)**	
“I am writing to voice my support for adding permanent bike lanes on Washington. As a homeowner who lives a few blocks from Washington, a car owner, a cyclist, a State Farm employee and an active member of the community who spent the last 5.5 years building Green Top Grocery from initial idea to existing business contributing to our local economy, the importance of bike infrastructure in our community is integral to our community's long term growth. The stretch of Washington under consideration for bike lanes is a key connector from our older neighborhoods and downtown to SF Corporate and beyond. Not only will these lane make it safer for those commuting to SF Corporate but it will	

also ensure those who need to get to jobs on the east side of Veterans who may not have many options for reliable transportation from the west side and older neighborhoods have a safe means to commute. Studies have shown that wider lanes make people who drive cars automatically drive faster. Washington's current "lanes" with their lack of any lines make Washington car traffic too fast which puts cyclists, pedestrians and drivers at risk. The addition of bike lanes will reduce lane width and calm traffic to a slower speed, making to road safer for all who use it. Studies have also shown that the perceived lack of safety is what keeps some from cycling. Bike lanes will not only make Washington safer for existing cyclists who use that road but also increase bike use by others. Our community already worries about the possibility of State Farm sending more jobs out of state and what effect that would have on our economy. State Farm currently struggles to lure young talent to our community. Millennials are driving less and want walkable, bikable options for traversing our community...something that we struggle to provide with our main growth in the past 30+ years focusing on the "car-centric" east side. The city's recent commitment to improving our older core, an area which is already walkable and provides much of what millennials look for in a community, can only be helped by improved bike infrastructure which can help meet the wants and needs of current and future residents for years to come. It is my strong belief that adding bike lanes to Washington is in keeping with the intent of the comprehensive plan and will serve its residents in building a safer community for everyone." **Did not provide an address**	
"I understand there is opposition developing to creating bicycle lanes through downtown Bloomington. Please do not let this idea be shelved because of a few who do not want to have to share our roads with cyclists! I prefer cycling to driving as much as possible, but the traffic in downtown Bloomington makes this a difficult, at times dangerous method of transport. The only option, without designated bike lanes, is to walk my bike on the sidewalks when in the downtown area. Please consider the greater good of the entire community, not just the wishes of a few when voting on this issue." **More than one block from Washington St (In Bloomington)**	
"I just want to express my support for the proposed bike lanes on East Washington. As a resident on Fairview Ave, just off of Washington, this would be a significant benefit for me." **Within one block of Washington St (In Bloomington)**	
"I think that the City should make the bike lanes on Washington permanent. I think it's safer and the city should be more progressive on this sort of thing (meaning I think we need more of this). I don't live in the proposed zone, but I think that it's important to create safe passage for people who want to use alternate transportation." **More than one block from Washington St (In Bloomington)**	
"As a citizen of Bloomington, I request that you support bike paths on Washington Street, and any street that bike paths are available to in the future. Bike paths provide travelers a safe, dependable route, and give drivers a visible signal to respect the safety and personal space of bikers. I heard opinions this evening at the city council meeting, it sounds like citizens all want the same thing- safety. Hopefully that will be achieved, with everyone in mind. Thanks for your work." **More than one block from Washington St (In Bloomington)**	
"Our family is in favor of the Washington St. bike path. My husband can use it to connect to the new coop and downtown Bloomington! And it will make me feel good just to see it." **More than one block from Washington St (In Bloomington)**	
"Our family supports the East Washington bike lanes. It's a designated space for cyclists in our neighborhoods. There are so many young families in our area and it promotes safety and awareness. I see no negative repercussions due to this bike lane. In fact, it may make Washington St a safer road now that the driving lane has been clearly defined." **Did not provide an address**	
"I wanted to write to you in support of the bike lane proposal for Washington Street. I believe we need to have safe ways for all to travel around our town, and the Washington Street bike lane would connect the trail (a wonderful community resource) to many important, essential community entities, including State Farm, the mall, and OSF. Please consider the support for this necessary improvement to our community." **More than one block from Washington St (In Bloomington)**	
"I'm writing to voice my opinion on the bike paths bring proposed. I am in full support of making permanent bike path on Washington and other roads in Bloomington. It is the law that bikes are to ride on the road. However it is often not safe as many car drivers feel bike don't belong on the road and treat them poorly.	

We need bike lanes to educate motorists on the laws and teach them how to share the road. I was one of those drives who thought bikes were a bother. Then I actually read about them and listened to what the Bike BloNo group had to say. Bike lanes make the roads safer for all. We should protect everyone in this town. Not just the angry motorists." **More than one block from Washington St (In Bloomington)**	
"Please help those of this community to access businesses like OSF, Eastland etc with bike lanes on Washington. Cycling is growing as a form of transportation. There is always opposition to change, but we should look forward." **Did not provide an address**	
"I support the Washington St bike lanes. Hopefully we will see more progress in this direction in the future." **Did not provide an address**	
"I would like to express my support of the Washington street bike paths and the continuance of planning transportation improvements with all modes of transportation in mind (not just cars)." **More than one block from Washington St (In Bloomington)**	
"I write as a resident of the Founder's Grove Neighborhood and as a cyclist. I regularly ride from my home to work at Illinois State University. I walk and ride to Downtown bloomington events and for quick shopping trips to Greentop Grocery on Washington. I usually cycle along Grove Street which has less traffic but would utilize the Wash st bike lanes for getting to Downtown Bloomington. Our neighborhood has a HIGH level of pedestrian and bicycle traffic. Bike cycles should not travel on sidewalks as they can injure pedestrians. Sadly our motorists are not yet accustomed to sharing the road with cyclists. I believe that bike lanes will help and I support bike lanes for these safety reasons. I encourage the City to add more bike lanes for improved mobility, health and safety of citizens." **More than one block from Washington St (In Bloomington)**	
"I am writing to submit a note of support for the East Washington Street bike lane initiative. I am a Bloomington resident, and own residential property on both the east and west side. The proposed plan provides an important infrastructure feature that will improve quality of life in Bloomington. Transportation safety is a critical issue for our growing city, and the proposed bike lane project offers an opportunity not only to address traffic speed issues on Washington Street, but also to build upon a strong foundation of multimodal transportation options in our community. Thank you for your time and attention to this issue." **More than one block from Washington St (In Bloomington)**	
"I am writing in support of the proposed bike lanes on Washington St. The addition of bike lanes will slow down car traffic and provide cyclists with a designated space for using this main east-west road. The bike lanes will increase safety for all users of Washington Street. Bloomington needs to continue its progress toward an effective multi-modal transportation system." **More than one block from Washington St (In Bloomington)**	
"I'm writing in support of bike lanes on Washington Street. As someone that likes to travel by bike when I can, I think our area is lacking in safe east-west passage through town. I am fortunate to have a reliable car and thus not dependent on my bike to get to work but I know there are others in our community who are not so fortunate. I travel Washington Street to get from my first job to my second job (with limited travel time between the two) and when the pop-up lane appeared it did not hamper my travel via car in any way, yet it quite possibly made it feasible for someone else to get to work without fear of being hit by a car. Please accept my whole-hearted support for the bike lane. Thank you." **In Normal**	
"I'm writing in support of bike lanes on Washington. It's important to me that Bloomington is a safe place for ALL kinds of transportation options, not just cars." **More than one block from Washington St (In Bloomington)**	
"I direct a bike giveaway program (D'sfreebikes) and the majority of the recipients use their bike for basic transportation to AA, Dr appointments, government assistance, reaching their case worker at Project Oz and job searches. This bike lane would provide added safety to these people. Most of them are located in the west side of town.	

As a runner that frequently runs the sidewalk on the east side of Washington between State St and Mercer, cars zip out of their driveways and having cyclist on the sidewalk would certainly increase the risk of injury. The clear alternative would be to add a bike lane to reduce the risk. I am in support of the bike lines." **More than one block from Washington St (In Bloomington)**	
"I wanted to write to express my support for adding a bike lane to Washington Street. Both as a property owner in Bloomington but also as a small business. I own a townhouse on E Jefferson street that I've been unable to sell. It's been on the market for almost a year. It's the perfect property for a young person or couple. I believe the bike lane will attract potential buyers as they would be able to easily commute to State Farm and other employers as well as to downtown Bloomington. When my husband and I lived in the townhouse we both worked for State Farm. I worked in the Downtown Building and he worked at Corporate. We lived less than a mile from our respective places of employment but did not always feel safe traveling by bike. In most cases we'd just decide to drive, which not what we would have preferred. When we did ride our bikes there were a handful of times where drivers were not attentive to bicycle riders or were even aggressive. I want our community to be recognized and known for providing safe areas for bike commuters. I also own and operate a small farm where we raise vegetables, grain, livestock and fruit on 350 acres. We've had a large presence at the Downtown Bloomington Farmers market for 8 years. 50% of our revenue from our vegetable and fruit sales are generated from this farmers market. However there's a nationwide trend of attendance rates at farmers markets dropping. We don't want to see this happen in Bloomington as our farmers market supports our local economy, foot traffic to other businesses downtown, vibrancy and culture and healthy lifestyles. So many of our customers currently ride their bikes to the market and make a family activity out of it, but I think many, many more would also attend the market if there was a safe way to get to it. Especially since so many perceive parking obstacles downtown. Providing a safe route to Downtown will ease travel, and hopefully bring more shoppers to the farmers market but also to other downtown businesses. We also sell produce to Common Ground and Green Top Grocery. Both of those small businesses support so many other food producers and many of their customers prefer to commute via bicycle. Let's make bike travel easier to increase sales to local businesses and farmers!" **Within one block of Washington St (In Bloomington)**	
"I am just emailing to support the bike lanes proposed along Washington Avenue. We lived in Founder's Grove for many years, and my children attend Washington Elementary School. The bike lanes are an awesome way to travel to school or to the new Green Top Grocery. Please consider putting these in place. Thank you for your attention to this note." **No address provided**	
"Amsterdam, Vancouver, Seattle, Denver, Phoenix, Naples (Florida), Chicago, Champaign-Urbana All cities I've visited and witnessed cyclists and motorists and pedestrians co-existing peacefully. Some, as in Vancouver, have physical barriers between streets and bike lanes. But most are divided only by painted lanes. Some, like in Naples, must be driven over, but they give the suggestion of courtesy to slowly drive around a cyclist rather than speed up and run them over. This is what bike lanes do. They suggest civility. They prompt drivers to be aware of their surroundings, to slow down and focus on their task at hand. The goal is to get from one place to another safely. Safely for everyone. Cyclists. Pedestrians. Drivers. Passengers. Washington Street is a perfect candidate for bike lanes. Without them, the extra wide street promotes higher speeds. Is this what we want in a school zone? This is not a political issue. This is a safety issue. Bike lanes are good for everyone, not just cyclists, because they slow traffic down. Please look at the research and help our city promote civility and safety." **More than one block from Washington St (In Bloomington)**	

"I am a Bloomington resident who supports the Washington Street bike path. We need safer infrastructure for bicyclists on the road! I know I would feel safer biking down Washington st with this enhancement." **More than one block from Washington St (In Bloomington)**	
"Hi! I live in Bloomington,IL. I am writing to you to show support for the Washington St. bike lane. As an OSF employee and a member of this neighborhood, I would love to see a bike lane along Washington St. This bike lane will provide cyclists with a safe route to work and will also promote healthy lifestyles in our community. I also believe that a bike lane on Washington would provide a safer stretch of road for the many cyclists wishing to frequent the new Green Top Grocery and newly relocated Bloomington Cycle and Fitness. As I have weighed the pros and cons of this new addition to our community, I have had a difficult time seeing as how a bike lane could be a bad thing. In comparison to a new road or road construction, the cost of a new bike lane is very minimal. I strongly support a new bike lane and look forward to its improvement to our community. Please support this wonderful addition." **Within one block of Washington St (In Bloomington)**	
"I am in support of dedicated bike paths on Washington or other streets to increase safety for cyclists, drivers, and pedestrians. It would be great to see protected sections eventually such as we see on bike paths in the city of Chicago which offer high visibility and physically separate pedestrians, cyclists, and motor vehicles in high traffic areas." **Did not provide address**	
"As a resident of Bloomington, I support bike paths." **More than one block from Washington St (In Bloomington)**	
"Hello! I support bike lanes on Washington. A bicycle culture has very positive impacts on public health. It would be great to help them be more safe; bikes don't belong on sidewalks." **Did not provide an address**	
"I'm writing to support bike lanes on Washington Street. The more bicyclists we have, the less wear and tear on the roads, in addition to the health benefits." **More than one block from Washington St (In Bloomington)**	
"I am a Bloomington resident and just want to express my support for the bike lanes proposed for Bloomington. I think this kind of enhancement to streets will help with sustainable transportation and allow bike commuters to travel more safely around our community." **More than one block from Washington St (In Bloomington)**	
"I'd like to express my support for adding bike lanes to Washington. I live by State Farm Corporate, and my neighborhood would benefit greatly from being connected to Washington School, Green Top, the trail, and downtown. It would increase our property values and our quality of life. The path would also allow for easier bike access to State Farm (where I work), which would support company wellness initiatives. For such a minor cost to the city, this seems a clear win for all parties. The best argument I've heard against the lanes is possible interference with ambulance traffic. I find this a weak argument, however, since bikes would merely have to pull to the side of the road along with the cars to allow an ambulance to pass. The other arguments I've heard seem to revolve around the idea that this would make things less safe. I believe the current situation, in which is not clear where to expect bike traffic, is unsafe for bikers, cars, and pedestrians. Others seem upset that bikers don't know and/or follow the rules. I would support an effort to improve community education on biking rules, and also increased police enforcement of the laws. However, these considerations seem unrelated to the issue at hand. Thanks for taking the time to gather input on this topic. I look forward to the final decision." **More than one block from Washington St (In Bloomington)**	
"I write to lend my support to the proposed bike lanes on Washington Street & all streets in Bloomington-Normal." **Within one block of Washington St (In Bloomington)**	
"As someone who until recently lived in Bloomington and worked at State Farm HQ, I would have benefited greatly from a bike lane to commute to and from work. As it were, I never rode my bike because I felt that the streets were too unsafe for cyclists. I live and work in the Chicago Loop now, and I see daily the benefits to bike lanes. If a city of millions with one of the busiest traffic areas in the country can implement successful and safe bike lanes for the convenience of its commuters, then surely Bloomington could do with a single bike lane on a residential street." **Outside of Bloomington/Normal**	

"I am in support of the bike lane on Washington Street. Thank you for your time and consideration." **More than one block from Washington St (In Bloomington)**	
"Washington street in Bloomington, IL is in need of a bike for the safety of its pedestrians of all ages!! Thank you." **Did not provide an address**	
"Hello I am for bike lanes on Washington st." **More than one block from Washington St (In Bloomington)**	
"I am a Bloomington resident and live in the Dimmit's grove neighborhood. I am writing in support of adding bike lanes to Washington St. The addition of bike lanes on this street will enhance our city and allow for safe bike travel from my neighborhood & the bike path to places like State Farm and OSF St. Joes." **More than one block from Washington St (In Bloomington)**	
"My name is Jackie Gunderson, I have lived in the Founder's Grove neighborhood for many years and I support the bike lanes on Washington St. As someone who regularly uses Constitution Trail, having a safe avenue to access the trail would be incredibly beneficial. Please consider including these bike lanes in the master plan." **Did not provide an address**	
"I write this email today in order to offer my support of bike lines and bike-lane expansion as a Founder's Grove and Bloomington resident. Offering designated bike lines that are distinctly marked legitimizes bicycle transportation. For those who choose to avoid, or are unable to afford, cars as their way of getting around town, bikes offer an efficient and cost-effective alternative (not to mention a healthy one). I have enjoyed the use of share-roads in town, particularly on Lincoln in Normal as a way to access the bike trail to and from work (in Normandy Village). I look forward to seeing bike lanes and share-roads expand in the community, so I have more safe options for routes that I may take by bike. As a cyclist, I use hand signals and wear a helmet. I have lighting on my bike and usually wear a reflective vest over my clothes. I am committed to being a safe member of our transiting community and do not intend to lessen the safety of drivers or pedestrians. I hope that we will continue to build a culture around safe-transportation, and I will do my part to influence other cyclists to take similar actions to demonstrate that we are equally safe, distraction-free, and responsible in making our roads safe. As a parent, I understand that there is a time and place for allowing children into bike lanes alongside traffic. For those who are concerned about biker-car safety as they share space, I will participate however I can in promoting safety expectations for children and adults alike to clarify who's best suited for bike-lane use and who should remain on sidewalks (ex. young children). Specifically, about Washington Street, I'd like to see the bike lanes remain and become permanent. As a resident of the surrounding neighborhood, I noticed that car-speed dropped significantly in the early days of the pop-up bike lane, and it was a relief not to have so many over-30 mph vehicles whizzing by, even when I was just a pedestrian walking my dog on the sidewalk. Slower-moving traffic in a residential neighborhood, with a school on the thoroughfare, is good for everyone, not just cyclists. I understand there are people who are opposed to this concept. If I can help to raise awareness, reduce concerns about congestion and inconvenience, and/or influence other cyclists to demonstrate their safety-commitment in action, I will be only too glad to do it. Thank you for your attention and interest in this community-transportation issue." **Within one block of Washington St (In Bloomington)**	
"I am writing to express my support for the bike lanes on Washington Street. If Bloomington wants to continue drawing new residents in the future, it is important to provide safe road access to cyclists. I would prefer the city go even further and make the lanes protected and more widely available than just Washington Street to make cycling a viable and enjoyable method of transportation and recreation for more people.	

Bloomington has a wonderful asset in the Constitution Trail, yet if people cannot get to it they will not use it. I used to ride my bike frequently for exercise and recreation, but I don't ride much after moving to Bloomington/Normal because I do not feel safe on the roads and cannot reach the majority of the Trail without riding in traffic. I would propose Lincoln as another street that could benefit from a bike lane." **More than one block from Washington St (In Bloomington)**	
"For a number of very good reasons (benefits area residents, slows traffic, accommodates more modes of transportation, makes the roadway safer, benefits transit users, comports to the City's Complete Streets Ordinance, etc.), I am very strongly in favor of amending the Bicycle Master plan to include the Washington St. corridor." **In Normal**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Thank you for your time." **More than one block from Washington St (In Bloomington)**	
"We are writing to express our support for the amendment to the City of Bloomington 2015 Bicycle Master Plan, which would add bike lanes to E. Washington St. between Kreitzer and Mercer. Having lived on E. Washington for 21 years, we are well aware of the traffic problems on this street and we understand the concerns of our neighbors who are opposed to the bike lanes for safety reasons. People do drive too fast and it is currently unsafe for cyclists. However, we believe the bike lanes will actually help address this problem and will do so in a fiscally conservative way. The narrower traffic lanes will help control the speed of traffic, while the dedicated bike lanes will get cyclists off the sidewalk and give them a safe east/west travel route. All of this would be achieved for the cost of painting the street. We live across from the merge on the 1200 block of E. Washington so we've seen how narrower, well-marked lanes impact drivers' behavior. When the City reconfigured the lanes on this block (in front of Washington School), it dramatically improved both the flow and the speed of traffic. We used to hear cars racing to be first through the merge and angry drivers honking their horns in frustration; now this is a rare occurrence. We look forward to a similar improvement when bike lanes are added to the stretch between Kreitzer and Mercer -- and beyond. This amendment is a win-win for E. Washington Street residents, the City, and Bloomington taxpayers. For a fraction of the cost of other traffic-control measures, it would improve both safety and accessibility on this historic street. We urge you to approve the amendment." **On Washington St**	
"I wanted to share my support of the proposed Washington Street bike lanes; my husband is an avid cyclist and bikes to State Farm every day for work. I feel as though the bike lanes will aid in keeping him and all of the other local cyclists safe. We live in the Founder's Grove neighborhood and do not agree with the "problems" some of our neighbors have identified. We believe the bike lanes will only make this neighborhood more desirable and potentially increase property values. As more and more people begin to care about their health and their impact on the environment, I believe we will only see an increase in BN residents biking to work. It is our responsibility to help keep our neighbors safe and not to punish them for making healthy choices." **Did not provide an address**	
"I am writing to urge you to move forward on a permanent bike lane on Washington Street. My bike travels in Bloomington will be greatly improved and much safer with a permanent bike lane on Washington Street." **More than one block from Washington St (In Bloomington)**	
"Thank you for your efforts to make Bloomington-Normal a more bikeable community. I ride my bike on our town and city streets frequently because I enjoy the exercise and I like reducing my carboon footprint in easy and fun ways. I believe bike lanes on Washington St. will be an asset to our community because it connects different parts of town that can be tricky to navigate on two wheels. I fully support bike safety. To my mind, the most important factor in bike safety is cyclists themselves. I aim to be an example to the cars and bike riders around me. I'm the dork using hand signals... because I think it sends an important message that everyone is safer if we all follow the rules of the road. I think Washington St. bike lanes will reduce some risking bike riding and some risking interfacing between cars and bikes. I hope you'll strongly consider making the Washington St. bike lanes permanent. Doing so would increase safety for bikes and for cars. Thanks again for your role in making BloNo a bike-friendly community! I appreciate your consideration of this important matter." **Did not provide an address.**	

“I wanted to reach out to you about the washington street bike paths. I am a cyclist and one of the pleasant surprises here has been the accessibility of bike paths. We have four children aged 2-8 and so bike paths are very helpful for them. When we are riding our cargo bike together (we have ridden the proposed path on Washington) or--perhaps more importantly--when we are riding on our individual bikes we value having the paths. We have been here three years now. We have experienced personal and professional setbacks but having the bike lanes is one element of our community which makes our family feel like we belong here.” **More than one block from Washington St (In Bloomington)**	
“I'm writing you to let you know how important bike lanes are to our community. My friends and I bike to work for our health, and I'm fortunate enough to be able to use the lovely constitution trail for almost the entirety of my commute. However, some of us aren't so lucky. I worry every day and night about the safety of my friends and boyfriend, who run into dangerous situations on their fully lit bikes. I personally understand the danger as well, having worked on Washington on the east side of Veterans Parkway for over a year before getting a job in uptown. It would have to be one heck of a job to get me to work in that area again. Potholes, unaware drivers, and even wild animals are just a few of the dangers on side streets, and trying to ride your bike on Washington now is commonly referred to as "running with the bulls." Drivers don't see (or maybe want to see?) people on bikes, even if we've got flashing lights and reflective helmets, which is why having a dedicated bike lane on Washington is so important to our safety. Sure, we could drive- most of us are lucky enough to be able to afford functional vehicles and I've never had my license suspended or revoked. But I wonder about the many people in our community who aren't as fortunate as us, and depend on bike transit to get them where they need to be. The bus system doesn't run late enough for many people to get home using public transit, especially if you have to work a 2nd or 3rd shift job. Washington St. is significantly wider than many of the streets I used for bike transit in Chicago and the western suburbs as a student, and one of the most common worries I hear from young, health-conscious people like ourselves is that Bloomington Normal doesn't care about bike commuters as much as it cares about the small, loud minority who seem to be enraged any time they have to slow down to pass a cyclist safely. Please take our safety into consideration and support our efforts to be healthy and environmentally conscious community members.” **In Normal**	
“I am a bike commuter to work and I support the Washington Street bike lane. I do not use Washington Street on my daily commute, but I do frequently ride to either Downtown Bloomington or the main North/South part of the Constitution Trail on the weekends. Having a Bike Lane along Washington would make those travels a lot nicer. Thank you for your consideration.” **More than one block from Washington St (In Bloomington)**	
“I support the Washington street bike paths.” **Did not provide an address**	
“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. As someone who frequently commutes via bike, and would like to see the streets more bike friendly and safer for everyone, I strongly support the proposed bike lane on Washington St. I urge you to adopt the amendment as proposed.” **More than one block from Washington St (In Bloomington)**	
“am writing to lend my support to bike lanes generally, and state that I have thought for years that Washington st is a good candidate for a desperately needed east/west bike corridor east of the north/south leg of the constitution trail, and south of the east/west leg of the trail. Almost every single time I have been in a cars passenger seat on that stretch of Washington, I have seen the needle on the speedometer climb to around 40mph. There is something about wide lanes and the large front lawns that say to motorists: "everything is ok, drive faster". The same thing used to happen on Jersey over in Normal, and now it doesn't. The street now feels cramped on Jersey, and since we are talking about in-town traffic near pedestrians and people's front lawns, it absolutely should feel like a place where maybe we should slow down a bit. I sympathize with people who have trouble pulling out of their driveway while it's busy, but I honestly don't think bike traffic will make that worse, and I don't think slower car traffic will either. And I think eventually the residents on that street will be glad that people aren't driving as fast in front of their houses.” **Did not provide an address**	

"I operate a business at an office building in the Washington Street corridor, and I strongly support the proposed bike and streets proposals that are currently under consideration. The proximity to the Constitution Trail and the network of easy to bike streets are the primary reasons why I have located and continue to maintain my business on East Grove Street. The bike infrastructure and accessibility for pedestrians and cyclists have been key parts to the growth in commercial activity along Washington Street and surrounding blocks. The Foundry retail development is a great example of a commercial project that serves the neighborhood and the broader community due to the presence of multi-modal transportation linkages. There are major benefits to making the public right of way appear more inviting to local traffic rather than looking and functioning like an old 20th century auto-oriented highway, carving a path through urban settings. Looking at our neighbors in Peoria, one can see how the ongoing attractive streetscaping in the warehouse district has resulted in safer routes for pedestrians, bikes, and cars with the ultimate result being a comfortable and inviting neighborhood where demand for residential and commercial uses has increased. Please recommend and approve the proposed improvements to the public right of way along Washington Street that are under consideration." **Did not provide an address**	
"I am writing in response to the upcoming conversations about the proposed bike lanes in Bloomington. I am fully in support of a safer, more accessible biking infrastructure across the twin cities. As a mid-level cyclist, I am grateful for what the trail has to offer, (I can get to the trail fairly easily off the Grove Street entrance), and I am lucky enough to live close enough to my workplace to bike safely there (on side streets). But, when it comes to getting to certain areas of town, I am simply not comfortable riding on the streets, making those areas inaccessible. I'm thinking also of the individuals in our community who do not have access to vehicle transportation. The state budget is already threatening the city's public transportation system. So, if that goes away, and we don't have proper cycling routes, what does transportation in our city look like for those without vehicles? We are only hurting those who can't help themselves. To me, bike lanes are a no brainer, they are undoubtedly green, they promote a more physically fit lifestyle for some, and they are a much-needed resource for others. In no scenario do I see how bike lanes will be a detriment to our community. Thank you for taking the time and effort to help make this a reality!" **Did not provide an address**	
"Bike paths throughout BloNo are the only way to keep everyone safe. This small investment in infrastructure will add value to our town and bring our neighbors here. How many bicyclists must be hurt or killed before paths are established throughout? Please consider allotting money for this effort. Roads belong to everyone; not just those who drive gasoline-powered vehicles. I ride all the time; wear retina-burning colors; use my helmet; employ proper hand signals; obey all traffic signs and still, have a near-miss with an automobile EVERY time! Come on BloNo; do the right thing." **Did not provide an address.**	
"Hello! I am writing as concerned citizen of Bloomington. I live in Founder's Grove and love my neighborhood. Washington is a major artery for us- we walk, drive and bike on it very frequnetly, depending on the circumstances. I am a transportation biker- i.e., I ride my bike, with my two sons, instead of driving our van whenever possible. We bike to parks, restaurants, the library, meetings, doctor's appointments, stores, the BCPA…all over town. When we first moved to Bloomington five years ago, I was very surprised at the lack of bike lanes and biking infrastructure. We came from Champaign-Urbana, and the extensive system of bike lanes there made getting anywhere in town both easy and safe. It has been challenging here to bike safely with my sons in town- we do our part by choosing our routes carefully, wearing helmets and reflective safety vests, using bike lights in all conditions, and following the traffic laws. I truly believe, however, that keeping bikers safe is not something that the biking community can do all on its own. I have followed and supported the advocacy of Bike BoNo enthusiastically, and am writing today in support of the proposed bike lane addition for Washington Street. Washington is both a major artery and a convenient link to several locations in town.	

Adding the bike lane would keep us safer, encourage more to bike responsibly, and expand transportation options in town. With the cost minimal- just paint and some signage- it seems like a win-win for all concerned. PLEASE, support the education efforts of Bike BoNo and others and amend the bike master plan to include this lane. I know there is opposition to the plan, but I believe it is largely misinformed. Arguing that the lane is less safe or too expensive just doesn't hold water. The vision I hear- and voted for- from Mayor Renner and the city council is one to move Bloomington forward in this century. Multi-modal transportation fits well with that plan. A movement has to start somewhere, with folks brave enough to follow their vision. Let's make that start for Bloomington- and all of its residents- with this change. Thank you for considering my thoughts. I would be happy to answer any questions or provide any additional information that would be helpful, and can be reached as listed below." **More than one block from Washington St (In Bloomington)**	
"I am writing to express support of bike lanes on Washington St. We need to embrace environmentally friendly transportation options and start moving toward a "complete streets" approach to city planning. Cycling leads to a healthier and more sustainable community for all. As a key route between east and west, Washington is an ideal street for designated bike lanes. Bicycles are a valid form of transportation and are already allowed on all streets. Designated bike lanes only help to make the streets safer for cyclists. Thank you for accepting input on this important topic." **More than one block from Washington St (In Bloomington)**	
"Just wanted to input my opinions on the Bike lanes. I live in Normal, I often ride my bike to and from the Constitution Trail, and wished there were more lanes on all the Busier streets in Town to make them feel safe for bicyclist not only for commuting to and from work, but also for Leisure riders as well. I don't understand why Homeowners are so against the lanes...? There is no congestion on the streets due the bicycles or traffic? Whatever the homeowners thoughts are, are defiantly misunderstood/misinformed or what is it that they have against those who ride bicycles? But I can see the cost effectiveness that painting bike lanes on the streets is way Cheaper for the City and the homeowners! Than to go along and tearing up the sidewalks in the homeowner's fron yards to make the walks Double wide enough or pedestrians and bicycles which the Homeowners may wind up paying part of that cost. ... They should not think of themselves, but for the safety of those who ride bicycles and for those who may be their friends or even family members who go out and ride in the streets don't they want them to be safe too? I live near by (a street in Normal that has) Bike lanes on both sides of the street. Though (it) probably does not has the higher traffic as Washington St in Bloomington, but it is very well marked with room for Bikes, parking and through traffic. (if you have not been over this way in Normal, I would recommend it as a visual example for how not only Washington St could look like, with well marked biking lanes.) But as well as other streets in Bloomington and of course Normal too. Safety for Cyclist is the main importance. in order for both Cities to be a Bicycle Friendly. Who knows the future generations of Blo/NO will want to be more Ecologically in saving our planet from more pollution by Bicycling? We need to put these Bike Lanes in place now. I know I have had occurrences in the past years dealing with motorist who shouted obscenities at me for being on the streets with my Bike as well as practically run off the street before the 3' law was passed. And too as a motorist side of it, Yes there are some /few Cyclists who tend to not follow the rules of the road either and run through stop signs, just because there is no one coming, but they should not count on that a motorist is going to stop for them as well as vise versa. But we all must be alert to ride and drive defensively to avoid accidents and injury. " **In Normal**	
"I want to voice my support for pursuing the bike lane proposal on Washington Street. This will offer an alternate mode of safe transportation from downtown to the east. The streets are wide enough to support this without, in my view, hampering the lawful use of the streets by motorists. The opposition to the lanes that I have seen seems to come down to just a few points. A. Cost concerns- this is simply painting the lane markings, an immaterial amount in the road budgets.	

B. It will reduce speed of cars- but it seems it will simply reduce those speeds down to the legal limit, so that is not a reasonable complaint- motorist should be going 30 in that entire stretch anyway (except the schools zone around Washington School where they should be going 20 at certain posted times), again a non-factory C. Bikes are part of the Agenda 21 "conspiracy" which is a (in my opinion) a ludicrious paranoia that the world is trying to force Americans out of their cars in order to remove freedoms. Beside the general lunacy of the positions espoused by this group, the argument is vapid because they're focusing on the private auto which is licensed and regulated as providing more "freedom" than the bicycle D. Safety- This is an important and vital point, but it's ultimately very vague. If motorist and cyclists all were to operate their chose vehicle legally, prudently, and safely there would be little issue here. My experience is that there are too many cyclists who ride the same way they drive- they act as if their ease is paramount to others' rights. But there are too many motorists who do the same things. Speed limits, stop lines, amber lights, following distances, right-of-way rules, stop signs are routinely ignored. Hand-help phones, texting, applying makeup, organizing their fast-food meal, etc. are all things I see too often both while biking and while driving. The bottom line is that this seems to be an inexpensive way to help increase options for transportation within the core of Bloomington." **More than one block from Washington St (In Bloomington)**	
"I would like to express my support for the Bike lanes on Washington. What a great way to safely get from west to east of Bloomington. I have taken advantage of the temporary lanes recently and felt a lot safer. I understand there has been a lot of work to get to this point and I greatly appreciate that you are holding meetings and taking feedback from residents. Lets continue to move forward and keep making Bloomington a great place to live and raise a family." **More than one block from Washington Street (In Bloomington)**	
"In 1978, I graduated from college and moved to Bloomington to begin my career. I have seen many changes in Bloomington during the last 39 years. The Constitution Trail stands out as a fantastic addition to the twin cities…and in some respects, a hidden gem. I recall when the trail was being proposed that many residents were opposed. They were afraid there'd be problems…trash, trespassing, congestion, violence, loss of privacy, safety concerns, noise, accidents, security, etc. I'm hearing many similar concerns regarding the Washington Street bike path. The impact of the trail has been just the opposite. The trail is an asset to the community, and living on, or near, the trail is a very positive attribute of the properties. The trail is beauty, peace, tranquility, friendliness, and an exercise and transportation corridor. I'm sure if you polled the residents who live on the trail, they would speak very highly of its benefits. The bike master plan is an extension of the trail. I envision Washington Street and many other streets becoming gems of transportation and exercise. There are again doubters, but I believe they will fall in love with the trail extensions and the new bike paths as have the residents along the existing trail. Change is always difficult, but we have the opportunity to improve the quality of life and the amenities of the twin cities. As the bike paths increase, I believe that many of the residents along the paths will find themselves giving biking a new or revised visit. With the obesity rates in our country skyrocketing, increasing the number of bike paths can be a blessing to our community. While we likely won't achieve the bicycle usage rates of European cities, I'd love to see us be an example for other USA cities by having bike ridership be commonplace…what a grand picture! While visiting Stanford University one and a half years ago, I used the train to visit San Francisco. I was in awe at how many residents along the train route rode their bikes to the train station. They had special train cars to house the bikes. When the riders got to their destination, they grabbed their bikes and headed to their jobs or other destinations. It was very cool to observe how many people took advantage of the opportunity to use their bike as a component of their commute. One of my volunteer activities involves a local bike service where we give free rides to those who are unable to ride on their own due to age or disabilities. As we enter our third summer of existence, I have personally witnessed the pure joy and excitement of our riders. I have been the recipient of my hugs and my "God bless you" words of thanks. Biking is a wonderful, wonderful experience and I'd certainly love to see the bike master plan fully implemented. I firmly believe that many of those who are opposed to the implementation would change their opinions if they gave our service at try, or if they were able to ride a bike for themselves. Our cocoon lifestyles are unhealthy lifestyles. We all need to get off our couches and	

Lazy Boys and walk and ride. We need more people out on their porches and in their front yards…smiles and waves can provide that small town feel even as Bloomington-Normal continues to grow. Thank you for helping to grow the biking infrastructure in the twin cities!" **More than one block from Washington St (In Bloomington)**	
"I am writing in support of the proposed bike lane on Washington Street. As a one-car family whose husband commutes daily by bike, as well as transports our children to and from day care, I support this addition to provide a more direct and safer route of travel." **More than one block from Washington St (In Bloomington)**	
"Greetings. I am a resident of Normal and bike to work at State Farm Corporate Headquarters somewhat regularly. I support the idea of adding bike lanes to Washington St. from Lee to St. Joseph. It is likely that I would use bike lanes on Washington St. Whether this particular proposal moves forward or not, please consider carefully how bike lanes are marked at major intersections as well as intersections with side streets. I feel strongly that cars turning right and bicycles on the street should merge into a single queue before an intersection of any type. If bike lanes approaching intersections are uninterrupted, I fear they will encourage drivers to cut across bicycle traffic suddenly when turning right onto side streets, and I fear they will encourage bicycle riders to ride up to a stop sign or stop light along the right side of cars preparing to turn right. I am not an expert on bike lanes, however I can say I have seen examples that I like and examples that I don't like. However the lanes are marked, I hope that they will support and encourage users to follow the principle I have expressed here." **In Normal**	
"I support the proposal to add bicycle infrastructure to Washington St." **More than one block from Washington St (In Bloomington)**	
"I support the proposal to add bicycle infrastructure to Washington. St. Blm really needs to use its roads more efficiently, and adding bike lanes helps achieve that. Also, bicyclists need direct, practical, and safe routes for commuting and shopping. Bike lanes on Washington are a natural fit for this. Besides, not having bike lanes doesn't mean they're not going to ride on Washington- they are… and do. Bike lanes will help motorists know where the cyclists are- more predictability. [I can't believe we're having this conversation in 2017!]" **More than one block from Washington St (In Bloomington)**	
"I support the proposal to add bicycle infrastructure to Washington St. The thought of having a designated bike lane for myself & others to travel safely to & from our destinations makes me ecstatic! Thank you for all of your hard work!" **More than one block from Washington St (In Bloomington)**	
"I support the proposal to add bicycle infrastructure to Washington St." **Did not provide an address**	
"I support the proposal to add bicycle infrastructure to Washington St." **More than one block from Washington St (In Bloomington)**	
"I support the proposal to add bicycle infrastructure to Washington St." **More than one block from Washington St (In Bloomington)**	
"I strongly support the bike lanes. I rode my bike to OSF St. Joseph when I worked there for 11 years. I did not like it because I had no dedicated space and cars were not looking for me. A dedicated lane would make it safer for bikes, and slow down traffic as well. Thanks!" **More than one block from Washington St (In Bloomington)**	
"I support the proposal to add bicycle infrastructure to Washington St." **More than one block from Washington St (In Bloomington)**	
"Look forward to seeing plans for Normal. Bloomington is probably a heavier lift at the moment, so no criticism meant in how the plan has been developed/proposed… just looking to the future. Thanks for all your leg work bringing this vision to fruition!" **In Normal**	
"I live in Founder's Grove, where the proposed bike lane is, and I strongly support adding the bike lane permanently. It will improve safety by slowing cars down and there is no problem with congestion. The land will increase visibility for cyclists, increasing safety for them." **More than one block from Washington St (In Bloomington)**	
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. As a Bloomington resident, I'm in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **Did not provide an address**	
"I have been reading a lot of the comments on Facebook regarding adding Bike Lanes on Washington Street and I am surprised at the push back. I wanted to send an email to add my support to the issue. I have children that attend BJHS and	

ride their bikes to school whenever possible and I feel the bike lanes will increase awareness of cyclists in general. The more the community can do to support cycling the better! Thank you for your work to encourage all forms of transportation." **Did not provide an address**	
"I would like to voice my support for bike lanes on Washington St as well as future bike lanes throughout Bloomington." **Did not provide an address**	

Received from June 14, 2017 to June 26, 2017 at 5PM

I support the proposal to add bicycle infrastructure to Washington Street.	If changes are made, I support the proposal to add bike infrastructure to Washington Street.	I do not support the proposal to add bike infrastructure to Washington Street, but I would support it elsewhere.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
"I think the bike lane on Washington is a great idea." **Did not provide an address.**	"I spoke at the Planning Commission meeting in favor of the Washington St Bike lanes. If the topic is on the July 10th City Council agenda, I plan to drop my name in the bucket to do speak so again. The one place where I disagree with the city plan concerns the loss of parking on downtown B'ton. The loss would have a particular impact on loading \ unloading at the Castle Theater. I think the best choice west of Gridley street would be a mixed use lane (like on the north side of East Washington) with "No parking 6 AM to 9 AM, 2 hour parking maximum." That would accommodate morning commuters and businesses. I think the second best choice would be to have the area in front of the Castle Theater designated a loading zone. Much that was stated at the Planning meeting has been stated before. What I thought was the one new argument is that the street would be a pathway for those living on the west side of B'ton to employment on the east side. There was much discussion about whether or not the bike lanes would improve overall safety. Some arguments contradicted each other. I personally feel that the bike lanes would be the safer choice, but others disagreed. So maybe the answer to the safety question is that there is no right answer. There was one point that most seemed to agree on - the bike lanes would slow the speed of the traffic on East Washington, and that slower traffic was a good result. There were discussions about congestion, two lanes verses four lanes, left hand turn lanes, width of lanes, width of the street, etc. In my own opinion, two lanes throughout, with a left turn lane where possible, is the best choice. At the Planning Commission Meeting there was a questions was as to whether or not there is parking on the south side of East Washington. Some of the audience thought "yes". I looked at the signage. East of Gridley Street there is no parking on the side south side." **Did not provide an address**	"While I am not totally against bike lanes I don't believe that restricting other vehicular traffic by removing traffic lanes is a safe or wise idea. I just returned from New York City which has bike lanes separated by parked cars or concrete curbing. Bike riders do not use the lanes and are exposed to more driver door openings. The death of the Leffler girl was a tragedy but the removal of the west bound lane between East and Main causes backups on Washington all the way south around the corner on to East street. I am quite happy to see that the Hamilton Rd connection is progressing. The current backups on Rhoades Lane at Bunn st (West bound) could be helped by changing the left turn only lane to left turn or straight ahead, just an idea. Once again I don't think East Washington St is a good choice for bike lanes, maybe lanes could be added in the city easement's along the sidewalks." **More than one block from Washington St (In Bloomington)**	"As a citizen of Bloomington I spend a good amount of time driving on Washington street. I am AGAINST the proposed bike lanes on Washington street. My concern is that with the bike lanes there will be no safe space to pull over in case an emergency vehicle has to use the street. I also have safety concerns for children riding their bikes to school in the bike lane as children are smaller then adults and are harder to see especially if someone parks on the sides of the street (i.e. residents, vendors, garbage collection, public buses). This street is crowded enough without adding a bike lane to it. If a bike lane must be added then do the job correctly and widen the street before taking away space that is used by the majority of the public so that a few can use that street as a biking path. As a parent I would never allow my child to use those bike lanes and as an adult I would use common sense and stick to a street that is much less traversed. " **Did not provide an address**
"My wife and I spend a lot of time on our bikes, and we definitely don't feel safe at times when riding legally on the streets of Bloomington. More bike lanes would be welcome. I approve of the addition of bike lanes on Washington Street and all bicycle infrastructure. Hopefully we can get this proposed amendment through tonight." **Within one block of Washington St (In Bloomington)**		"A bike route should not be on Washington St. This street is already too busy with car traffic. An E-W bike route between downtown and State Farm corporate needs to use Front-Grove-Olive Streets. Thank you!" **More than one block from Washington St (In Bloomington)**	"I oppose the proposed bike lanes on E. Washington street in Bloomington for the following reasons: -The road does not appear wide enough and is far too busy to allow for safe riding/driving in traffic for both cyclists and vehicles. The bike lanes on Jersey Ave. appear to be on a wider and a less congested street. -The proposed lanes run for 4-5 blocks on E. Washington St. and do not appear to connect any significant businesses, therefore making the lanes pointless in my opinion. With the current proposal, when the proposed bike lanes end, the biker is deposited onto a very busy section of Washington where the street appears to narrow by Washington School or after the Mercer intersection, creating even more danger for the cyclist/vehicles. -A child was struck by a car a few years ago trying to cross Washington St. around the area of the proposed bike lanes, I believe this is proof at the amount of traffic and the dangers presented in its current form. Adding cyclists is just adding more danger to this stretch of road. I would hate to be part of a decision to place these lanes on this known busy road and have an accident occur. I couldn't live with the guilt my decision led to.
"I approve of the addition of bike lanes on Washington street and all bicycle infrastructure." **Did not provide an address**		"Please review the IDOT 2015 traffic count. The findings reveal that Washington St is the 3rd most heavily traveled city street within the boundaries of I55 and Veterans Parkway. The statistics reveal that only Oakland Ave. and Empire St. are more heavily traveled. However, both of these streets are considerably wider than Washington St. If the council is insistent on establishing an East /West bike corridor please utilize one of the wider streets." **Did not provide an address**	
"I do not live in Bloomington, but I do live in [removed]. However I do work, shop, and have friends in Bloomington. Most of my driving is there. Despite not riding a bike myself, I am in favor of bike lanes. As a driver I do not want to hit someone on a bike. Bike lanes seem like a simple way to help that situation. It makes the road safer for drivers and bike riders alike." **Outside of Bloomington/Normal**		"I am writing to urge city planners to not move forward with the Washington Street bike lane project. As a resident of the Dimmitt's Grove neighborhood who regularly uses Washington Street to travel to and from work, the store, and to visit family, I see firsthand the negative effects this bike lane will have. When the "pop up" bike lanes were added, I only witnessed three bikers using the lanes; most bikers	

"I am writing to express my support for bike lanes on Washington St. in Bloomington. I feel that children riding to school and adults biking to work would be afforded a safe lane in an already very wide street. Thank you for your consideration." **More than one block from Washington St (In Bloomington)**		preferred sidewalks or less busy streets. And, driving through downtown daily, I never see bikers on Washington Street. The conclusion I draw from this is that a bike lane would not be widely used, and would be a waste of much need space for high volumes of traffic. Washington Street is a major artery for Bloomington. To reduce the traffic lane width or number would be a grievous mistake. At the intersections of Mercer and Regency, where lanes are proposed to be reduced from two to one, there would be increased traffic backup during the daily commute hours, causing needless delays, road rage, and accidents. To put it into perspective, Washington Street east-bound at the Regency intersection has, as I'm sure you know, two lanes – one designated for left turns only, the other for right turns and straight through. If you remove one lane from this intersection, increased backup will occur, due to the volume of traffic traveling west-bound on Washington preventing a driver from completing a left turn and causing a standstill until west-bound traffic clears. Additionally, removing parking spaces from downtown Bloomington, which already has minimal parking available, will not only disrupt traffic flow, but will harm the local businesses on Washington Street that rely on those spaces for customers and company cars. Conversely, if city planners decided to keep those parking spaces in addition to adding a bike lane, the lanes on Washington would become too narrow for safe passage, especially when work trucks or carpool vans for State Farm block half a lane. Indeed, I would like a safe place for bikers, but bike lanes on Washington Street is not the answer. While it would only be painting lines, the disruption to daily traffic when creating these lanes would be a nuisance at the least, and a safety hazard at the worst. The only way to make bike lanes viable on Washington Street would be to adopt the layout seen in Madison, WI. There, the streets are wide enough to accommodate parking lanes, bike lanes, and regular traffic lanes, without reducing driving space. Since I'm sure the city won't pay for resizing Washington Street (since there doesn't seem to be enough budget to properly fix the many potholes that plague the entire city), not to mention that such construction would majorly disrupt traffic and unduly take property away from homeowners, the best course of action would be to not insert bike lanes. That decision would be best for the city, both in terms of traffic flow and safety." **More than one block from Washington St (In Bloomington)**	I'm sure those in favor will have all kinds of wonderful reasons why these lanes will add to the health and enjoyment of so many people. The truth is there is a small minority of people, perhaps only bike 'clubs' who will really use and 'benefit' from these lanes. The majority of people in Bloomington use vehicles for transportation for obvious reasons. Casual bike riders use the sidewalk or neighborhood streets with little to no traffic. When I bike recreationally, I use the sidewalks for my own safely and will continue to do so. I respect those I encounter along the way and move to the grass to allow walkers to pass. Often times, I find walkers are just as respectful and move to the grass to allow me to pass. The point being, there is a way for bikers, pedestrians and autos to coexist WITHOUT the bike lanes." **Did not provide an address**
"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Washington Street already serves as a major corridor for cars, buses, and (barely) pedestrians, connecting old west side, downtown, near east, numerous neighborhood residential communities, Veterans Parkway, and beyond. Along this corridor we find a diversity of institutions, such as a historic music venue, preserved architecture, a revitalizing west side economic pocket, access to a bike trail, the headquarters of #1 employer of our city (to which employees bike to every day), a local grocery store, an elementary school, a major hospital, dentists offices, and most importantly and abundantly blocks upon blocks of homes with families tending and playing in their yards. This measure to make bike lanes a permanent fixture upon an already useful street will increase bicycle options in our community, and encourage healthy safe habits in our residents (and if they don't want to bike, they don't have to!) Thank you for your time, I hope that Bloomington-Normal joins the ranks of many other mid-size cities in the midwest and nation by providing affordable, sustainable options in transportation to its residents." **Did not provide an address**			
"I am a resident of Bloomington. Please consider these comments with regard to the proposed Washington street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and as such, I urge you to adopt the amendment as proposed." **Did not provide an address**			
"I'm a five year resident of Bloomington, IL. I am a transplant from St. Louis, Missouri. I have admired the forward thinking of our city in many ways since I've moved here. The Constitution Trail is a great asset to our community. I feel that there are so many programs to bring people together and that the addition of bike lanes on the roads in our community is a move in the right direction. The safety of the cyclists and drivers are a concern when they're sharing he road, but giving the cyclists a lane to use could allow passage of motorized traffic to move at or near the posted speed limit as opposed to the inherently slower			

pace of a cyclist moving at a relatively fast pace. The proposed areas of the lanes lead to some of the largest employers in our region. This could lead to a physically healthier city and to some curb appeal to the real estate near those businesses with people knowing they have the option to commute to work on their bicycles. Additionally, not everyone can afford to purchase a vehicle and might enjoy the comparably cheaper option of using a bicycle for their daily commute if they prefer not to rely on public transportation or spending their already limited resources on transportation costs. Thank you for considering what I have said here. Please let me know if I can be of further assistance. I think Bloomington Normal is such a wonderful community and I believe that this forward motion is a sign of a community dedicated to excellence." **More than one block from Washington St (In Bloomington)**			
"Hi, I live not too far off Washington. I'd like to share my excitement and hope for a permanent bike lane on Washington St. as it's being proposed. I ride to the trail frequently from Vale and while Grove St is certainly better than others in town for riding, it's far from ideal. I frequently ride harder than I'd like to rush through sections of road that aren't in the best shape to avoid mancovers & potholes, because of my concern for motorists not seeing me or giving me adequate space. A dedicated lane on Washington would solve my recreational needs. In addition, I have several friends I work with (at State Farm) that ride that route nearly every day, some out of necessity, others out of desire, who have shared scary experiences with motorists that shouldn't exist, especially with such a wide 2-lane corridor on their route. Please take these words and my recommendation to amend the Bike Master Plan and add permanent bike lanes to Washington St." **More than one block from Washington St (In Bloomington)**		*Comment received by phone:* The caller doesn't understand why there's a proposed bike lane on Washington St. The caller said there is barely enough room for four lanes of traffic as it is. The caller said if someone parks along Washington Street it's hard to get through, and that it would also be difficult to get through with a bike lane. – **Did not provide an address**	"Thank you for taking time to speak with me yesterday about my concern that there is not enough available width on Washington to add bike lanes (much less bike tracks, which are safer). I mentioned many aspects of my concerns, but to different people. Please allow me to add another concern: Though I've found that the minimum width for driving lanes is 11ft., it is the minimum, and adding bike lanes would make it most difficult and unsafe for drivers to pull off the side of the road for First Responders. Cyclists would then need to use greater caution, but can still be very unsafe. Please consider this my vote to say 'No bike lanes on Washington Street.' Veteran's Parkway may be a much better place to add bike tracks (which run alongside of but is constructed off the road). However, bike lanes would be far less safe and I would be against that even on Veteran's Parkway. In any case, the City should prioritize the grade A road maintenance before adding any type of bike lanes, as the

"I am writing to implore you to please, for the safely of our biking community, go forward with the proposed plan to mark East Washington Street in Bloomington with a bike lane. I have travelled this road as a Founders' Grove resident for many years. It is a wide, fast road. Speed limits do little to hold back the aggression and selfishness of many drivers. Bikes are seen as an interference with their progress to get from A to B along that section of road as quickly as possible. I believe that a designated bike lane would help to slow traffic down to the real speed limit and provide the necessary buffer zone between car drivers and bike travelers. I am well aware that not all drivers show disregard for bike users on the roads, but those who do are just inches away from causing a tragedy. Please make Bloomington a safer place for all who bike now, and for those who may choose pedal power in the future, my 12 year old son will be one of them!" **More than one block from Washington St (In Bloomington)**			roads presently are deplorable and unsafe for driving, and especially for biking. --- I noticed that Clinton Street--which is in horrible condition and unsafe for cyclists--is not on the list for 2015 nor 2017. Clinton Street is an arterial street that services consistent and reasonably heavy traffic, and which helps to keep traffic out of our neighborhoods. Also, much of the traffic includes work trucks with some being heavier than others (large City vehicles are also included), which means Clinton Street needs a deep and long-lasting street. That said, when will the Bloomington City Council replace or heavily repair Clinton Street? --- One other thing...for now:)...vehicles are essential to our communities needs and productivity, and that helps to pay the taxes. ;) So, although it would be nice to accommodate safe 'bike tracks'--not 'bike lanes'--our vehicular travel lanes are of utmost importance to maintain. If all roads are well maintained, cyclists would find safer roads, especially where there is less traffic. My family enjoys cycling, but there are some areas where the sidewalk is much safer, and Washington Street is a high traffic street they try to stay off of. " **More than one block from Washington St (In Bloomington)**
"I support the permanent establishment of bicycle lanes on Washington St. I feel this will benefit motorists and cyclists by slowing traffic and making it clear that this stretch of road is used by many." **More than one block from Washington St (In Bloomington)**			
"Please consider the comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." **Did not provide an address**			

CITY OF Bloomington ILLINOIS

PUBLIC COMMENT
WASHINGTON ST. BIKE LANES
Received After June 6, 2017

Greetings,

In 1978, I graduated from college and moved to Bloomington to begin my career. I have seen many changes in Bloomington during the last 39 years. The Constitution Trail stands out as a fantastic addition to the twin cities…and in some respects, a hidden gem. I recall when the trail was being proposed that many residents were opposed. They were afraid there'd be problems…trash, trespassing, congestion, violence, loss of privacy, safety concerns, noise, accidents, security, etc. I'm hearing many similar concerns regarding the Washington Street bike path. The impact of the trail has been just the opposite. The trail is an asset to the community, and living on, or near, the trail is a very positive attribute of the properties. The trail is beauty, peace, tranquility, friendliness, and an exercise and transportation corridor. I'm sure if you polled the residents who live on the trail, they would speak very highly of its benefits.

The bike master plan is an extension of the trail. I envision Washington Street and many other streets becoming gems of transportation and exercise. There are again doubters, but I believe they will fall in love with the trail extensions and the new bike paths as have the residents along the existing trail. Change is always difficult, but we have the opportunity to improve the quality of life and the amenities of the twin cities. As the bike paths increase, I believe that many of the residents along the paths will find themselves giving biking a new or revised visit. With the obesity rates in our country skyrocketing, increasing the number of bike paths can be a blessing to our community. While we likely won't achieve the bicycle usage rates of European cities, I'd love to see us be an example for other USA cities by having bike ridership be commonplace…what a grand picture!

While visiting Stanford University one and a half years ago, I used the train to visit San Francisco. I was in awe at how many residents along the train route rode their bikes to the train station. They had special train cars to house the bikes. When the riders got to their destination, they grabbed their bikes and headed to their jobs or other destinations. It was very cool to observe how many people took advantage of the opportunity to use their bike as a component of their commute.

One of my volunteer activities involves a local bike service where we give free rides to those who are unable to ride on their own due to age or disabilities. As we enter our third summer of existence, I have personally witnessed the pure joy and excitement of our riders. I have been the recipient of my hugs and my "God bless you" words of thanks. Biking is a wonderful, wonderful experience and I'd certainly love to see the bike master plan fully implemented. I firmly believe that many of those who are opposed to the implementation would change their opinions if they gave our service at try, or if they were able to ride a bike for themselves. Our cocoon lifestyles are unhealthy lifestyles. We all need to get off our couches and Lazy Boys and walk and ride. We need more people out on their porches and in their front yards…smiles and waves can provide that small town feel even as Bloomington-Normal continues to grow.

Thank you for helping to grow the biking infrastructure in the twin cities!

Tom Wait

I'm a five year resident of Bloomington, IL. I am a transplant from St. Louis, Missouri.

I have admired the forward thinking of our city in many ways since I've moved here. The Constitution Trail is a great asset to our community. I feel that there are so many programs to bring people together and that the addition of bike lanes on the roads in our community is a move in the right direction.

The safety of the cyclists and drivers are a concern when they're sharing he road, but giving the cyclists a lane to use could allow passage of motorized traffic to move at or near the posted speed limit as opposed to the inherently slower pace of a cyclist moving at a relatively fast pace. The proposed areas of the lanes lead to some of the largest employers in our region. This could lead to a physically healthier city and to some curb appeal to the real estate near those businesses with people knowing they have the option to commute to work on their bicycles. Additionally, not everyone can afford to purchase a vehicle and might enjoy the comparably cheaper option of using a bicycle for their daily commute if they prefer not to rely on public transportation or spending their already limited resources on transportation costs.

Thank you for considering what I have said here. Please let me know if I can be of further assistance. I think Bloomington Normal is such a wonderful community and I believe that this forward motion is a sign of a community dedicated to excellence.

Sincerely,

Jennifer Meierotto

A bike route should not be on Washington St. This street is already to busy with car traffic. An E-W bike route between downtown and State Farm corporate needs to use Front-Grove-Olive Streets. Thank you!

Mike Tomlianovich

I spoke at the Planning Commission meeting in favor of the Washington St Bike lanes. If the topic is on the July 10th City Council agenda, I plan to drop my name in the bucket to speak so again.

The one place where I disagree with the city plan concerns the loss of parking in downtown B'ton. The loss would have a particular impact on loading \ unloading at the Castle Theater. I think the best choice west of Gridley street would be a mixed use lane (like on the north side of East Washington) with "No parking 6 AM to 9 AM, 2 hour parking maximum." That would accommodate morning commuters and businesses. I think the second best choice would be to have the area in front of the Castle Theater designated a loading zone.

Much that was stated at the Planning meeting has been stated before. What I thought was the one new argument is that the street would be a pathway for those living on the west side of B'ton to employment on the east side.

There was much discussion about whether or not the bike lanes would improve overall safety. Some arguments contradicted each other. I personally feel that the bike lanes would be the safer choice, but others disagreed. So maybe the answer to the safety question is that there is no right answer. There was one point that most seemed to agree on - the bike lanes would slow the speed of the traffic on East Washington, and that slower traffic was a good result.

There were discussions about congestion, two lanes verses four lanes, left hand turn lanes, width of lanes, width of the street, etc. In my own opinion, two lanes throughout, with a left turn lane where possible, is the best choice.

At the Planning Commission Meeting there was a questions was as to whether or not there is parking on the south side of East Washington. Some of the audience thought "yes". I looked at the signage. East of Gridley Street there is no parking on the side south side.

Neil Gridley

I would like to express my support for the Bike lanes on Washington. What a great way to safely get from west to east of Bloomington. I have taken advantage of the temporary lanes recently and felt a lot safer. I understand there has been a lot of work to get to this point and I greatly appreciate that you are holding meetings and taking feedback from residents.

Lets continue to move forward and keep making Bloomington a great place to live and raise a family.

Thank you,
Robert Bosquez

I am writing to express my support for bike lanes on Washington St. in Bloomington. I feel that children riding to school and adults biking to work would be afforded a safe lane in an already very wide street. Thank you for your consideration.

Michelle Sleevar

I am writing you to cover a couple of issues that, ultimately, have landed on your desk, so to speak.

The first is the upcoming amendment to the Bicycle Master Plan, pertaining to Washington Street bike lanes. Specifically, since I own a business in Downtown Bloomington and live close by, I hope my voice on the matter will be taken with the appropriate amount of weight. I very much endorse the plan as the Planning Commission passed, including the unfortunate loss of some parking spaces in Downtown Bloomington. There are few retail businesses that will be directly impacted. Others who lament the loss of these on-street spaces, will find the newly acquired City parking lots to be almost as close. For a successful downtown, we must encourage all forms of transportation. Because of Downtown's inherent compactness and perceived shortage of places to park cars, encouraging cycling makes even more sense.

Secondly, Bloomington's historic brick streets have also been a topic of discussion lately. I live in a locally designated historic home on Lee Street, which was formerly a brick street. Understandably, Lee Street will never be made brick again due to the volume of cars it is required to handle. There are others, however, who live in historic homes, indeed entire neighborhoods designated historic, who have brick streets that have been overlaid with asphalt and compromised with utility cuts. For these, I have two recommendations:

--On any street with good pavers under the asphalt, care should be taken by the contractor's milling machine to not destroy the top surface of the brick. This should be done regardless of any future intention of restoring the street.

--On any street that has been flagged for possible future restoration, any time resurfacing is undertaken, it should be done so with an eye towards the *possibility* of switching the project mid-stream from resurfacing to restoring the original brick surface, depending on what is found underneath. If resurfacing is still determined to be the best course of action,

a detailed description of the condition of the surviving brick should be taken, so that future surprises are minimized.

Obviously, our existing brick streets should be maintained and NOT overlaid with asphalt. Full restoration need not necessarily be undertaken immediately, but a policy should be in place to at least stop their slow destruction by utility cuts and hasty cold patch fill (although even cold patch is temporary--way better than ripping out bad sections and replacing with concrete).

Recently, in Normal, Broadway Place was being resurfaced and the contractors "found" substantially intact brick underneath. Additionally, the top surface of the brick was left carefully unscathed in the resurfacing project. While it would have been an excellent time to restore this street, they unfortunately went ahead and overlaid the brick with asphalt again. It is essentially mothballed for a future generation to find.

I hope a path forward can be forged, perhaps in conjunction with funds from historic preservation, to not only retain Bloomington's beautiful brick streets, but restore some of the select lost ones. Bike lanes deserve a place on our City streets, and the Washington Street corridor is an excellent opportunity to add this amenity.

Thank you for your time and consideration, as always.

Best,

Andy Streenz

CITY OF BLOOMINGTON
PUBLIC HEARING NOTICE
City Council
July 10, 2017

Notice is hereby given that the City Council of the City of Bloomington, Illinois, will hold a public hearing scheduled on Monday, July 10, 2017 at 7:00 p.m. in the Council Chambers of City Hall Building, 109 E. Olive St., Bloomington, Illinois to review and act on a resolution to approve an amendment to the 2015 City of Bloomington Bicycle Master Plan.

All interested persons may present their views upon such matters pertaining thereto. Said Petitions and all accompanying documents are on file and available for public inspection in the Office of the City Clerk at 109 E. Olive St., Bloomington, IL.

In compliance with the Americans with Disabilities Act and other applicable federal and state laws, the hearing will be accessible to individuals with disabilities. Persons requiring auxiliary aids and services should contact the City Clerk, preferably no later than five days before the hearing. The City Clerk may be contacted either by letter at 109 E. Olive St., Bloomington, IL 61701, by telephone at 309-434-2240, or email cityclerk@cityblm.org The City Hall is equipped with a text telephone (TTY) that may also be reached by dialing 309-829-5115.

FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

Jim Karch
Director of Public Works, City of Bloomington
109 E. Olive St
Bloomington, IL 61701

May 11, 2017

Dear Mr. Karch,

On behalf of the Bloomington-Normal YMCA, please accept this letter of support in favor of amending the comprehensive bike plan which seeks to include Washington St beginning at Lee St intersection and continuing to St. Joseph Drive.

As a charitable non-profit organization, part of the YMCA's mission is to improve the health of our community by implementing programs, influencing policies, and shaping our environment. Overwhelming research indicates that comprehensive bike plans that are implemented help improve the overall health of a community.

Thank you in advance for your consideration and your service to our community!

Sincerely,

B.J. Wilken
CEO; Bloomington-Normal YMCA

Cc: Stephanie Michaelis; President, Bike BloNo
Vasudha Pinnamaraju; Executive Director, McLean County Regional Planning Commission

Bloomington-Normal YMCA
602 S. Main St
Bloomington, IL 61701
309.827.6233 p
309.827.0807 f
www.bnymca.org

connect
TRANSIT

Jim Karch
Director of Public Works, City of Bloomington
109 E. Olive St
Bloomington, IL 61701

June 9, 2017

Dear Mr. Karch,

On behalf of Connect Transit, please accept this letter of support in favor of amending the City of Bloomington Bicycle Master Plan to include bicycle accommodations on Washington Street from Lee Street to St. Joseph Drive.

As the community's public transportation agency, we are constantly striving to improve mobility options in Bloomington-Normal. We see this proposal as a great enhancement to the safety of pedestrians and transit users along the Washington Street corridor, and we endorse the proposed lane widths as being perfectly comfortable for our excellent drivers to navigate safely. We further note that, because all of our fixed-route buses include bike racks, everything the City of Bloomington is able to do to make it easier for people to get around by bike helps to solve the "first-mile/last-mile" problem for so many transit users in our community.

Thank you in advance for your consideration and your service to our community!

Sincerely,

Isaac Thorne
Interim General Manager; Connect Transit

-----Forwarded by Jim Karch/Cityblm on 06/09/2017 02:32PM -----
To: undisclosed-recipients:
From: Bloom Ington <bloomingtonperspectives@gmail.com>
Date: 06/09/2017 10:22AM
Subject: Washington St. Bike Path/Master Plan

(See attached file: OpenGovernment_DataSet_v5_2.pdf)

Respectfully, suggest that if you cannot attend the Friday meeting (today) in the fish bowl that Tari will have today as a citizen and those that are council members. That you send someone you respect their opinion to get you personal feedback on what occurs. From what I am seeing in social media, emails and unsolicited phone calls to me this has gotten very ugly and that is the fault of Mr. Gorman (and others) with the public relations tactics that have been and are being taken that clearly makes for a ripe environment that no professionally trained diplomat could now find common agreement the war has been escalated. Foresee without more of you on the council **not being involved as a whole council** this escalating further. This is a community and not just one ward's issue. This litmus test is failing of chalking a bike path and if that is a majority or even a minority that do not want it they should be heard at a committee of the whole for all the council to hear and not compartmentalized into meetings away from City Hall. Which yes in a reach out for public comment would be a good choice. But the Master plan exists and not sure the educational aspect and even a qualified as well as quantified support really exists as compared to the promises to maintain the infrastructure at a level that we would not fall behind as compare to the rate of damage, degradation and deterioration yearly of use of those systems. The Bike Master plan needs a second public vetting and re-consideration more to implement a better communications model than ever before with an educational component that is truly balanced showing the real pros and real cons. That being said if you really want public acceptance and not a war. My comments about a war are totally observational and a bit strong but it is my opinion of today's status on this matter.

So, you the council needs to consider a public town hall/public hearing/meeting with **CIVIL two way communication** which would be a much better way in a communications model that is new and fresh with the entire council present.

The bike master plan like the noise ordinance as it was considered pits neighbor against neighbor because of a out dated models for transparency, communication (two-way) and the cultural belief the council and administration are not being realistic in their thoughts the status quo is working in the best interests of all citizens and not just those the voted for those sitting in the seats the citizens own.

It was my vision and not taking a position on this issue just yet. That the communications model that exists today and did as the Bike Master Plan was moved thru the "process" that like we all have seen before the citizens outrage comes up either the night of the council vote or during an implementation.

Those citizens that are using very rude, belittling and approaching defamation are just reflecting the tactics of some of our elected officials tactics.As Mr. Sage has stated and underscored by Mr. Mwilambwe "that we the council as elected officials set the tone for the community".

Again, the tone and stage has been set for the citizens to once again have **their perspective** see this as not having a say, voice or real input to make a difference and of less importance as one citizen that pays taxes than a non-profit that is not paying taxes.

The culture change has not occurred while many on the council from a cheer leading and "got my way" have this sense of success when all 9 vote in agreement. But then we have the same re-occurring underlying issue of 80 % of the citizens do not vote. Because they do not and believe unlike me that one citizen can make and be a positive impact to the council and for the many (80 %) that are disenfranchised and yet complain to other citizens, Unlike most citizens I have offer solutions, other perspectives to consider and even with that there have been the very same tactics to defame me, belittle me, and attempts to bully me. Are you as council members going to follow up on these issues for Our City and demand decurom, respect and see that these tactics that are well documented be stopped as a part of a new model in better and more civil TWO WAY communications with the citizens openly, publicly and transparently ? (includes comments to the media)

Just sharing yet another observation that underscores the need for the Open Data Ordinance to be on the committee of the whole agenda to move that legislation forward as one of the new tools to help educate the citizens before decisions are made to move with MORE public support not less. Think of it as an online university that the citizens and yourselves can see all the same information at the same time in a much better organized manner just like the bringing of the legally required transparency information that was on the website already to it all being linked out of one web page instead of the scattered mode it was. Sorry that five members of the city council are not willing to stand up for this one citizen with a solid piece of legislation to move Our City Onward and Upward with quantified and qualified citizen support. But clearly the council does not want to rock the boat for the many and instead just for the one.

Onward and Upwardly,

Bruce

Updated 10/12/2014 Minor layout changes

OPEN GOVERNMENT - DATA

Citizen Submitted Draft Proposal

Submitted to be an agenda item for the Committee of the Whole

City of Bloomington, Illinois

*any additions will be done in bold and underlined, deletions will be struck through

CITY OF BLOOMINGTON ILLINOIS
OPEN GOVERNMENT - DATA ORDINANCE

Ordinance supplementing
The City of Bloomington City Code of Ordinances,

New Chapter,
Chapter 50: Administrative Procedures
***with* Findings and Purpose**
SECTION 1 RIGHT TO KNOW
SECTION 2 OPEN DATA SETS
SECTION 3 OPEN DATA PORTAL.
SECTION 4 OPEN DATA MANAGEMENT TEAM.
SECTION 5 DEPARTMENT OPEN DATA CATALOGUE.
SECTION 6 OPEN DATA REPORT AND POLICY REVIEW.

CITY OF BLOOMINGTON ILLINOIS

OPEN GOVERNMENT - DATA ORDINANCE

WHEREAS, the government of the City of Bloomington seeks to provide its citizens with safe and vibrant neighborhoods, great jobs, a strong system of education and innovation, and a high quality of life; and

WHEREAS, the adoption of open data improves provision of services, increases transparency and access to public information, and enhances coordination and efficiencies among departments and partner organizations across the public, nonprofit, and private sectors; and

WHEREAS, it should be easy to do business with the City of Bloomington. Online government interactions mean more convenient services for citizens and businesses and online government interactions improve the cost-effectiveness and accuracy of government operations; and

WHEREAS, every citizen has the right to prompt, efficient service from the City of Bloomington; and

WHEREAS, by publishing structured standardized data in machine-readable formats, the City of Bloomington seeks to encourage the local software community to develop software applications and tools to collect, organize, and share public data in new and innovative ways; and

WHEREAS, The Greater Bloomington region shares common infrastructure, economy, and history, so sharing information freely and collaboratively will bring greater success for all area municipalities and citizens. The City of Bloomington seeks to be a leader and convener in our region around issues of data sharing and best practices; and

WHEREAS, in commitment to the Spirit of Open Government, the City of Bloomington will consider public information to be open by default and will proactively publish data and data containing information, subject to the requirements and non-discretionary limitations upon the disclosure of data as set forth in the State of Illinois Freedom of Information Act (5 ILCS 140/1 et seq.) and the Open Meetings Act (5 ILCS 120/1 to 6 *et seq*.), the City of Bloomington Chapter 50: Administrative Procedures all Sections, and any other applicable state or federal law or regulation.

NOW, THEREFORE, BE IT PROMULGATED
FINDINGS AND PURPOSE

The People of the City of Bloomington find and declare:

a. Government's duty is to serve the public, reaching its decisions in full view of the public.
b. Elected officials, commissions, boards, councils and other agencies of the City exist to conduct the people's business. The people do not cede to these entities the right to decide what the people should know about the operations of local government.
c. Although The State of Illinois has laws designed to protect the public's access to the workings of government, every generation of governmental leaders includes officials who feel more comfortable conducting public business away from the scrutiny of those who elect and employ them. New approaches to government constantly offer public officials both elected and employees additional ways to hide the making of public policy from the public. As government evolves, so must the laws designed to ensure that the process remains visible.
d. The right of the people to know what their government and those acting on behalf of their government are doing is fundamental to democracy, and with very few exceptions, that right supersedes any other policy interest government officials and employees of a governing body may use to prevent public access to information. Only in rare and unusual circumstances does the public benefit from allowing the business of government to be conducted in secret, and those circumstances should be carefully and narrowly defined to prevent public officials and employees of a governing body from abusing their authority.
e. Public officials and employees of a governing body who attempt to conduct the public's business in secret should be held accountable for their actions. Only a strong open government and open government data set access ordinance, enforced by a strong open government can protect the public's interest in achieving a true open government.
f. The people of Bloomington enact this Chapter 50 to assure that the people of the City remain in control of the government they have created and the data sets created, maintained and are owned by the people of Bloomington.
g. Private entities, individuals, employees and officials of Bloomington have rights to privacy that must be respected. However, when a person or entity is before a policy body, that person, and the public, has the right to an open and public process in accessing the accumulated data sets.

Chapter 50: ADMINISTRATIVE PROCEDURES
Section 1 RIGHT TO KNOW

THIS SECTION WAS LEFT INTENTIONALLY BLANK FOR THIS PROPOSED ORDINANCE.

FOR THE SOLE PURPOSE AS TO NOT AS ONE CITIZEN
FULLY DETERMINE THE CONTENT OF THIS SECTION.
THIS SHOULD BE PART OF THE OPEN AND TRANSPARENT
MEETINGS WITH CITIZENS and ELECTED ALDERPERSON'S
AT THAT TIME MY CITIZEN INPUT WILL BE GIVEN ON THIS SECTION.

Chapter 50: ADMINISTRATIVE PROCEDURES
Section 2 OPEN DATA SETS

Article 1 DEFINITIONS. As used in this legislation, the terms below shall have the following definitions:

(a) “Open Data” means any “public record” as defined by the RTKO Chapter 50 Section 1 which could be made available online using Open Format data, as well as best practice Open Data structures and formats when possible. The City may publish any subset of Open Data per the discretion of the Open Data Management Team. To the extent that Open Data does not include a particular public record or any exempt record potentially subject to access pursuant to Section 1 of the RTKO Chapter 50 Section 1, nothing in this ordinance shall be construed to preclude an individual from separately submitting a RTKO Chapter 50 Section 1 request for that record.

(b) “Open Data Report” is the annual report of the Open Data Management Team, which shall (i) summarize and comment on the state of Open Data availability in the City of Bloomington departments from the previous year; (ii) provide a plan for the next year to improve online public access to Open Data and maintain data detail and quality. The Open Data Management Team shall present an initial Open Data Report to the Mayor and Council within 180 days of the enactment of this legislation.

(c) “Open Format” is any widely accepted, non-proprietary, platform-independent, machine-readable method for formatting data, which permits automated processing of such data and is accessible to external search capabilities.

(d) “Open Data Portal” means the internet site established and maintained by or on behalf of the City of Bloomington.

(e) “Open Data Management Team” means a group consisting of representatives from each Department within the City of Bloomington. Members of the Open Data Management Team shall be recommended by Department Directors and the Chief of Innovation and Performance. The Chair of the City Council Committee on Performance and Asset Management shall also be a member of the Open Data Management Team. The Open Data Management Team shall be chaired by the Chief of Innovation and Performance that is responsible for coordinating implementation of an Open Data Policy and creating the Open Data Report. “Open Data Management Team” means a group consisting of representatives of each Department within the City of Bloomington and members appointed by Bloomington City Council and chaired by the Chief Performance

and Innovation Officer that is responsible for coordinating implementation of an Open Data Policy and creating the Open Data Report.
(f) “Department” means any City of Bloomington department, office, administrative unit, commission, board, advisory committee, authority, or division, including City Council.

(g) “Data Catalogue” means a comprehensive list of information possessed, controlled, or managed by a “Department” that includes information about each data-set as determined by the Open Data Management Committee Team.

Section 3 OPEN DATA PORTAL.

(a) The Open Data Portal shall serve as the authoritative source for Open Data provided by the City of Bloomington.

(b) Any Open Data made accessible on the City of Bloomington’s Open Data Portal shall use an Open Format.

Section 4 OPEN DATA MANAGEMENT TEAM.

(a) The Chief Performance and of Innovation and Performance Officer (CPIO) will work with the head of each Department to identify a Data Coordinator in each Department. Data Coordinators will serve as members of an Open Data Management Team facilitated by the CPIO and the Department of Innovation and Performance. The Open Data Management Team will work to establish a robust, nationally recognized, platform that addresses digital infrastructure and Open Data.

(b) The Open Data Management Team will develop an Open Data management policy that will adopt prevailing Open Format standards for Open Data, and develop agreements with regional partners to publish and maintain Open Data that is open and freely available while respecting the requirements and non-discretionary limitations upon disclosure of data as set forth in the Open Meetings Act, Freedom of Information Act, the RTKO Chapter 50 Section 1 and any other applicable federal or state law or regulation.

(c) The Open Data Management Team shall develop a licensing agreement for published information that shall ensure the unrestricted use and redistribution of public information by all parties, while providing that information used to generate reports or applications must be made available in-kind.

(d) The Open Data Management Team shall develop policies to amend existing procurement, contracting, or planning processes to create new defaults and requirements for IT systems and databases to ensure that open data requirements are included in new systems as they are being planned.

(e) The Open Data Management team shall establish and publish a time-line for the completion of the aforementioned actions. The time-line shall designate a date for publishing an initial group of “Pilot” data-sets, as well as a schedule for further disclosures.

SECTION 5 DEPARTMENT OPEN DATA CATALOGUE.

(a) Each department shall be responsible for creating an Open Data catalogue, which will include comprehensive inventories of information possessed and/or managed by the Department.

(b) Each department's Open Data catalogue will classify information holdings as currently “public”, “not yet public”, or “exempt”; departments will work with the Department of Innovation and Performance CIS to develop strategies and time-lines for publishing open data containing information in a way that is complete, reliable, and has a high level of detail.

(c) Public data sets made available on the web portal are provided for informational purposes. The City does not warranty the completeness, accuracy, content or fitness for any particular purpose or use of any public data set made available on the web portal, nor are any such warranties to be implied or inferred with respect to the public data sets furnished therein. The City is not liable for any deficiencies in the completeness, accuracy, content or fitness for any particular purpose or use of any public data set, or application utilizing such data set, provided by any third party. Discontinuance of Data: The City reserves the right to discontinue availability of content on this website at any time and for any reason. The City reserves the right to claim or seek to protect any patent, copyright, trademark, or other intellectual property rights in any of the information, images, software, or processes displayed or used at this website. If the City claims or seeks to protect any intellectual property rights in any of the information, images, software, or processes displayed or used at this website, then this website will so indicate on the webpage on or from which such information, images, software, or processes are accessed. These Terms of Use do not grant anyone any title or right to any patent, copyright, trademark or other intellectual property rights that the City may

have in any of the information, images, software, or processes displayed or used at this website. Nothing in the City's Open Data ordinance or policies shall be construed to create a private right of action to enforce any of their provisions and therefore, any failure to comply with these provisions shall not result in liability to an agency.

SECTION 6 OPEN DATA REPORT AND POLICY REVIEW.

(a) Within 90 days of the effective date of this legislation, and thereafter annually, the Open Data Management Team shall submit to the Mayor and Council an annual Open Data Report.

(b) In acknowledgment that technology changes rapidly, in the future, the Open Data Policy should be reviewed and considered for revisions or additions that will continue to position the City of Bloomington as a leader on issues of openness, efficiency, and technical best practices at least every six months.

To: Jim Karch <jkarch@cityblm.org>
From: Bruce Meeks <brucehelp@yahoo.com>
Date: 06/10/2017 01:42PM
Cc: "ward1@cityblm.org" <ward1@cityblm.org>
Subject: Bike Lanes

Dear Mr. Karch,

After this testing period of chalk lines on Washington St. has occurred and based on neighborhood feedback. Along, with some of my own research on bike lanes that has been on-going since 2014 as well as attending many meetings on this matter it is my opinion to advocate to not have bike lanes on Washington St. in Our City.

In fact my opinion has been turned towards now actively advocating for no bike lanes in the City of Bloomington based on current infrastructure. My opinion on this does have some well informed components such as the Chair of a working group related to Infrastructure for the Comprehensive plan. Decades of attending council meetings and simply being well informed as well as listening to pro and con on this matter.

Hopefully I can be this is concise enough for you.

1.)New State Law bicycles are now vehicles in the State of Illinois as of Jan. 1, 2017 which is a shift in the law that changes the need for segregation of bicycle vehicles Additionally, there is no law requiring segregation that has been published related to this matter as I know the matters at this time. This creates a paradigm shift in sharing the road here in the State of Illinois, City of Bloomington and The Town of Normal.

2.) As a living survivor of a 25 MPH accident at Washington at Gridley (1977) of two vehicles that left me with decades of pain and suffering which was finally ended in 1999. I, consider Washington St. as well as many of the arterial roads. Before as well as after the accident and currently not to be safe for bicycles for myself and when my children were young. Even prior to 1977 as a 7 days a week bicyclist driver as my only means to get to the East side of Bloomington from the West side for work and shopping I simply avoided Washington St. and found very nice comfortable alternatives that even then had parked cars did not increase drastically my time. But I was very fast on my bicycle vehicle at that time so for me a small course change was no big deal. Will not admit ever to violating the posted speed limits.

3.)Based on the new state law (item 1.) as well as other items not expanded upon in this email. It is my rational conclusion is that as laid out in the Master Bike Plan that indeed bike lanes are the answer for the **politicians** to

feel like the did something for sharing the road with bicyclists put indeed are not the right direction for a city of our size combined with a structural deficit to continue to pursue.
Indeed, no longer are Bike lanes the answer for Our City, but other engineering solutions that are not being considered in this widespread "Bike-Lane craze". It is those solutions and not bike lanes I can support that will make life easier for bicycle vehicles and provide even better public safety policy for all citizens. Based on your stewardship and your fellow professionals are quite aware of. But for the sake of others let me share as an example, a wider curb lane (with no stripe designating a bike lane) will make it possible for bicycle vehicles and those skilled in driving ride safely on an arterial street if they so choose.

Respectfully,
Bruce J. Meeks

From: Bruce Meeks <brucehelp@yahoo.com>
To: Michael Hill <mhill@cityblm.org>
Cc: Jamie Mathy <jmathy@cityblm.org>, Jeff Jurgens <jjurgens@cityblm.org>, Jim Fruin <jafruin@comcast.net>, Amelia Buragas <aburagas@cityblm.org>, Jim Karch <jkarch@cityblm.org>, David Hales <dhales@cityblm.org>
Date: Monday, June 12, 2017 11:45AM
Subject: Re: NO - Bike Lanes COFEFE

I do not wish nor should you be asking legally for my home address (ask Mr Jergens). I am a resident of Bloomington.
If indeed this was meant to be a qualified and quantified process a form would should have been made available totally from only city hall work efforts.
That form would show what is needed to qualify and quantify any tabulations. With a number of fields clearly labelled that those filling it out did not have to share
such things as their address. I am not sure that in the current approach that those sending emails are aware that they become available under the Freedom of Information Act and they can reply in a manner to protect their citizen (not public figures) privacy. The current communication model for citizen input again fails just as the online polls (which have thankfully stopped) and other ways that I proved were not qualified and not quantified. Thus, cannot be used in any tabulation to determine numbers for, against, or unsure. That has to be done by the decision makers in reading the emails and not from a tabulation. This now is tainted by what has is unacceptable tactics by Bike Blono. They are not the town square they do not and are not allowing complete freedom of speech because they have a bias and are lobbying the city council and the commission. Which for anyone serving on other commissions, boards or other public bodies for me from my perspective is abuse of the position and unethical. For the personal safety of those sending emails that you redacte their home addresses and if you do that then you should not be reporting any tabulation beyond they are confirmed as a resident of Bloomington.

The the retaliatory actions by Bike Blono on facebook now of two different citizens of Bloomington households. Why would any feel with the social media tactic of trying to intimated citizens by a non-profit want to make it easier for that to be turned on the citizens opinions ? This tactic is being used against a residences that pays property taxs, user fees and all the other taxes doe NOT agree with the need for ANY bike lanes for as of 1/1/2017 two wheeled bicycle vehicles?

With no apology and then violating a verbal agreement to remove the tactical choice to single out a residential home with children and a nuclear family. The approach of this public input using emails and to tabulate the results is far from qualified and clearly not quantitative that you plan to present to the Commission and then to the Council if this gets to them in July. It would my suggestion that no tabulation occur from the emails or public cards. The commission and the council do not need to be spoon feed a tabulation.

Is their a state or Federal requirement in this process that requires a tabulation?
How about you have included in the packet to the commission some full disclosure?
Who took and posted the photo of the resident on Washington St ?
Who does each member of Bike Blono work for ? (might be privacy issue)
What is their contributions (public domain) to each of the current sitting members on the council?
How many of them worked on and for specific campaigns in the last 16 years ?
What members of Bike Blono are on other boards and commissions for City of Bloomington, Town of Normal and Mc Lean County ?
Is Bike Blono a non-profit or now become a lobbying group?
They have lost their creditably and clearly based on their facebook tactics and verbal comments bias and are not elected to office by 80% of the voters not voting.

Yes, add this email to the public comment for the packet and your replies.

In response to a question posed by member Justin M. Boyd “Will bike lanes hinder emergency vehicles in any way?”

Jim
Thank you for the opportunity to respond to this question.
I think this really comes down to educating the community and allowing drivers to adjust. I would say that initially it could have a negative impact, We can identify this risk to responders and increase their situational awareness for the area. As time goes by and the community adjusts I see it as a positive. Bikes will have a dedicated lane and drivers will learn to expect them in that area. I see the problem as distracted driving being an issue no matter where bikes are traveling. Yes Washington is a very busy road and we use it as a main artery just as everyone else. I don't see the bike lanes having a significant impact as long as we continue to push out the education and find was to limit distracted driving.

Respectfully,

Brian M. Mohr, Fire Chief
Bloomington Fire Department
Office: (309)434-2462
Cell: (309)261-2798
Follow us: Facebook | Twitter | Google+ | YouTube
www.cityblm.org/fire

"Dedicated to Our Community, Our Profession, and Each Other"

Residents on Washington Street
OPPOSED to Bike Paths
2017

40

We the undersigned are concerned homeowners who urge our city officials to oppose the current amendment for bike paths on Washington Street.

Date	Signature	Printed Name	Address	Comments
5-24-17		Scott Turkey	1304 E. Washington	To many speeding cars
5-30-17	Donna Mikesell	Donna Mikesell	1315 E. Washington	Too much Traffic Narrows the Lanes
5-30-17		Tim L Mikesell	1315 E. Washington	traffic tie ups / safety
5/30/17	V. Knapp	Valmere Knapp	1401 E. Washington	Unsafe
5/30/17		Butch Fertner	1405 E. Washington	Unsafe backing out
5/30/17		Todd Phoenix	1711 E. Washington	waste of $ Unsafe
5/30/17		Bette Phoenix	1703 E. Wash.	"
6/1/17		Danny Bounds	1306 E Washington 1220 E Washington 1204 E Washington	

6/4/17	Judy Dickinson	JUDY DICKINSON	1301 E. WASHINGTON	TOO MUCH TRAFFIC NOW
6/4/17		Peter Heinle	1227 East Washington	Concern right turn nickel Stop Sign
6/4/17		Jim Stevens	1406 E Washington	Safety
6-4-17	James C. Waldorf	JAMES WALDORF	1603 E WASHINGTON	HAVEN'T SEEN A ONE-GROVE would be safer
6-4-17		Courtney Dodson	1605 E Washington	Safety. Wish it was parking instead. not enough Space
6-7-17	Laurel Finegan	LAUREL FINEGAN	1307 E. Washington	Safety issues
6-11-17	Amy Lane		1125 Hershey BLM	Traffic, Safety
6-11-17		Bob Brady	1310 E Washington BLM	Very Narrows
6-11-17		Lynda Brady	1310 E Washington Bum IL	Safety
6-11-17	Marion Brady	Marion Brady	1310 E Washington Bum IL	Safety
6-11-17	Katherine Brady	Katherine Brady	1310 E Washington Blm IL	Safety
6-11-17	Bobby Brady	Bobby Brady	1310 E Washington Blm IL	Safety and narrows lane to unsafe conditions
6-12-17		Rob Finegan	1307 E. Wash St. BLM, IL	Safety
6-12-17		Brett Fogle	1609 E Washington	

Residents on Washington Street Opposed to Bike Paths
2017

We the undersigned are concerned homeowners who urge our city officials to oppose the current amendment for bike paths on Washington Street

Date	Signature	Printed Name	Address	Comments
6/12	T Enyeart	T. Enyeart	1305 E Washgtn	Safety, Traffic no more can be added to the Chaos.
6/12		S. Crook	221 S. Florence	Use tax dollars on what is needed.
6/12		A. Haney	1701 E. Wash.	
6/12	Barbara Marquardt	B Marquardt	1321 E. Washington	
6/12	Carole Semmler	Carole Semmler	1323 E Washington	
6/12		Isaiah Lee	1320 E. Washington	1321 Address
6/12		Larry D Enyeart	1305 E Washgtn	Safety of all bicyclists Bike lanes will increase an already congested street
6/12		Michelle Werner	1206 E. Washgtn	Waste of tax dollars- road too busy

5-30-17	Chelsea Osborn	Chelsea Osborn	1706 E. Washington St.	Traffic!
30 May 2017	[signature]	JEROME OAKEY	1501E WASHINGTON	NOT SENSIBLE
5/30/17	[signature]	Thomas Blander	1318 E. Washington St	Unsafe
5/30/17	[signature]	S. Thornton	1312 E Wash 1314 E Washington	Unsafe.
5.30.17	[signature]	BREAT WILDER	1309 E WASHINGTON ST	SAFETY TRAFFIC PARKING QUIET ENJOYMENT
5-30-17	[signature]	Julia Davis	1313 E. Washington St.	traffic merge at mercer & Washington & safety
* 5-30-17	[signature]	Jacqueline Bauer	1311 E Washington	traffic / better choice like Country Club
5/31/17	[signature]	JAMES FINEGAN	1307 E. WASHINGTON ST B-TON	UNSAFE TOO MUCH TRAFFIC
6/1/17	[signature]	CYD WILLIAMS	1308 E WASHINGTON	OBJECT

* want more information - is Country Club a better choice

Dear Jim,

I am writing in support of the proposed amendment to include bike lanes on Washington St in the City of Bloomington Bicycle Master Plan.

As you know, the Friends of the Constitution Trail provided 50% of the funding for the Plan. This was a significant contribution for a local, non-profit organization. However, it was made in support of our mission to provide citizens of Bloomington, Normal, McLean County and beyond with easy and safe access to the Constitution Trail.

We realize that the Trail can't reach everyone in the community and, therefore, creating an effective and safe network of access through our streets is essential for the community to reach the trail. Funding of the plan as well as funding for another project to put Bike Route signage between the Illinois Central and Interurban branches in Bloomington demonstrates the Friends commitment to the safety of our community. We look forward to maintaining that commitment in the future.

Approving the amendment to include Washington is another step toward improving safety in our community and access to the Constitution Trail for all. As an organization with a vested interest in the City of Bloomington Bicycle Master Plan, we support the amendment.

Sincerely,

Patrick Dullard
President
Friends of the Constitution Trail

Council Members and City of Bloomington Engineering Dept.,

I'm writing to share my support for a permanent dedicated bike lane on Washington Street. The City of Bloomington must commit to a future of multi-modal transit and whenever possible support bicyclists in need of safer roads.

My business, Workbench Collaborative is nearing completion of the Foundry project on Washington Street. The costs of developing this retail center on an urban infill lot were considerably greater than building on the edges of the community. Our decision to move forward with the project as designed was a heavily influenced by the expected traffic and access provided by the Constitution Trail. Many published studies have confirmed our belief that bike access is good for business.

Please consider my support for the proposed bike lane on Washington Street. As we evaluate future development opportunities, bike routes are an important consideration. As a frequent bike rider myself, I look forward to the opportunity to safely transtion from the Constituion Trail to downtown where I maintain an office (234 E Front St). Thanks for your service and consideration.

Kind regards,

Kyle Glandon AIA
309.533.9706

Council Members, Mayor Renner, and City of Bloomington Engineering Department,

I am writing you to echo the support provide by Kyle Glandon (see below) regarding permanent dedicated bicycle lanes on Washington Street, on behalf of BEER NUTS, Inc. and as a resident of Bloomington.

BEER NUTS is located on the corner of Washington and Robinson Streets and I see increasing bicycle traffic along side speeding vehicle traffic along this stretch of the road. I believe dedicated bicycle lanes provide a safe alternative for bicycle riders while slowing down street traffic at the same time. I see this arrangement in many cities and hope to see it here soon.

Please let me know if you have any questions, but otherwise, there is no need to respond.

Thank you for your consideration,

Andy
Andy Shirk | President | BEER NUTS® Brand Snacks
andy@BEERNUTS.com | #309.827.8580 xt: 355

TO: Bloomington City Council

FROM: Michael Gorman, on behalf of Bike BloNo

DATE: July 10, 2017

SUBJECT: Proposed amendment to the Bicycle Master Plan

Background

On October 14, 2013, the Bloomington City Council voted unanimously to enter into a contract with the League of Illinois Bicyclists (LIB, now known as Ride Illinois) to develop a citywide Bike Master Plan. As part of the planning process, LIB held a public meeting in the Osborn Room at the Bloomington Police Department on March 18, 2014. Roughly 100 people attended that public meeting. Participants were given maps of the City and asked to mark the streets where they felt bike accommodations were needed. Washington Street received markings as follows:

- Nord to I-55: 6 markings
- Brown to Oak: 17 markings
- Oak to Center: 20 markings
- Center to Clayton: 21 markings
- Clayton to Towanda: 24 markings
- Towanda to Mercer: 25 markings
- Mercer to St. Joseph's: 23 markings
- St. Joseph's to Hershey: 13 markings

The only street to receive more markings was Lincoln, which -- unlike Washington -- did end up with recommendations in the adopted Bike Master Plan.

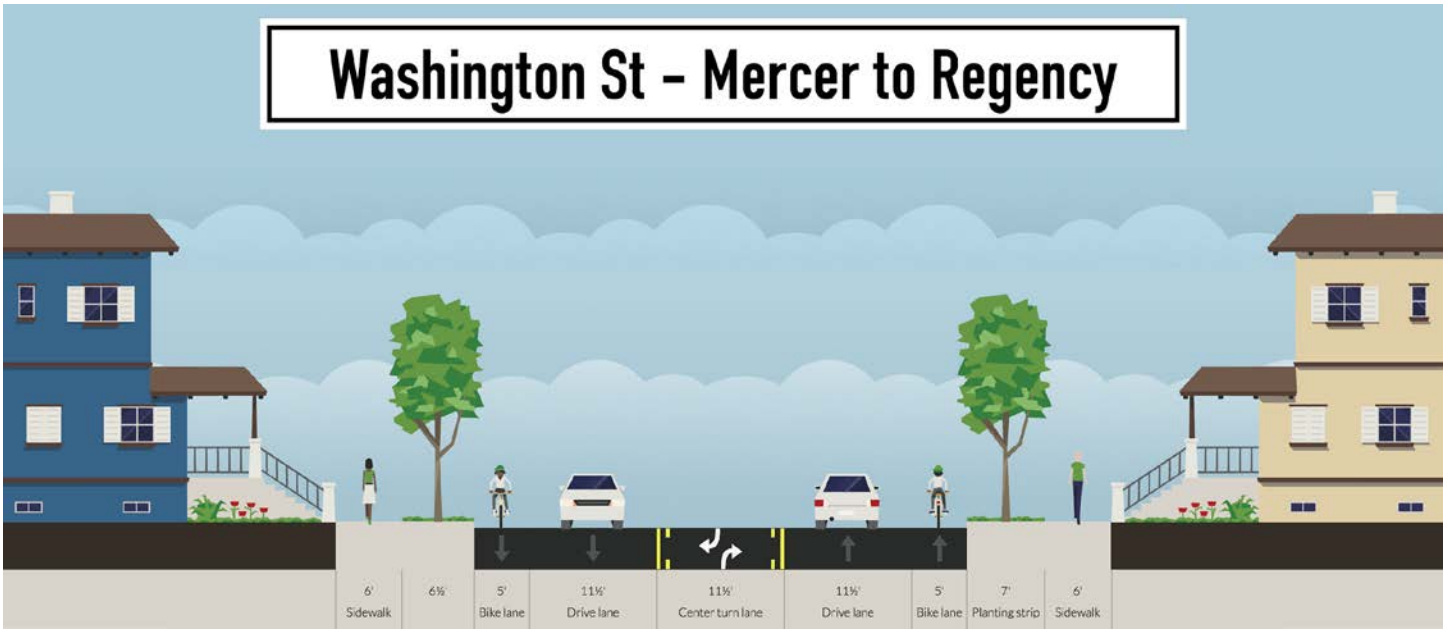
Staff cited several reasons as rationale for not including most of Washington Street in the final plan. The primary consideration from staff was that, as an arterial road, they weren't comfortable narrowing lane widths or removing through vehicle lanes to accommodate bikes. Other rationale stated at various times included its use as a primary corridor for emergency vehicles, their desire for it to eventually become a four-lane segment through the Founders Grove neighborhood, and its traffic volume.

In October 2015, Bike BloNo held a meeting for cyclists to prioritize projects from the Bike Master Plan. The 30 attendees split into five groups to brainstorm ideas; four of those five groups independently ranked Washington Street as a primary recommendation, despite the instructions to focus on streets in the Bike Master Plan.

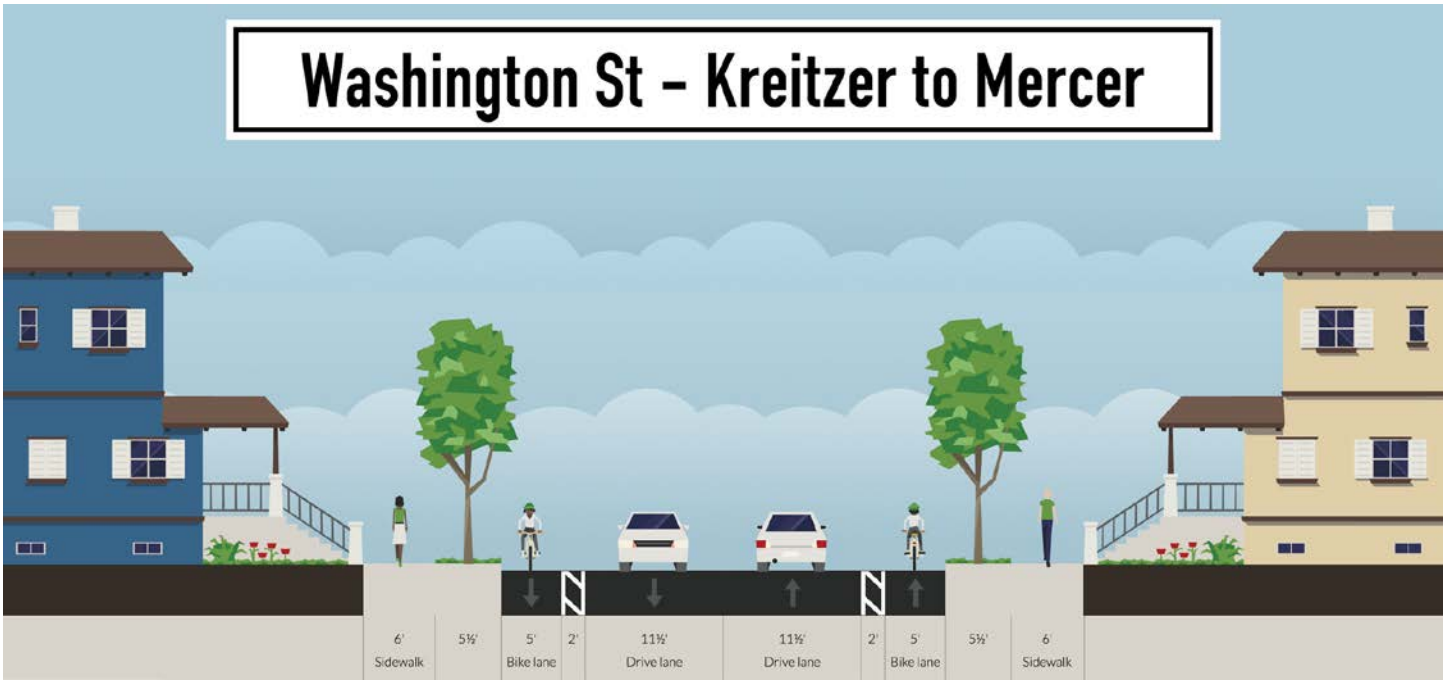
With that in mind, Bike BloNo representatives attended the Founders Grove Neighborhood Association meeting at Centennial Christian Church on March 3, 2016, to discuss the concept of bike lanes on Washington Street through their neighborhood. Neighbors in attendance indicated an interest in further discussion in a more focused meeting, so Bike BloNo worked with FGNA leaders to organize a public meeting at Washington Elementary School on April 21, 2016.

At the April 21 meeting, Bike BloNo presented two concepts for Washington Street from Kreitzer to Mercer and one concept from Mercer to Regency. The Mercer to Regency concept involved removing one through lane in each direction and using the existing street width as follows: 5' bike lane - 11.5' vehicle lane - 11.5' left turn lane - 11.5' vehicle lane - 5' bike lane; this was LIB's initial recommendation before staff asked them to consider other options. The first Kreitzer to Mercer concept, which was also an initial LIB recommendation, was: 5' bike lane - 2' buffer zone - 11.5' vehicle lane - 11.5' vehicle lane - 2' buffer zone - 5' bike lane. The second option, which Bike BloNo came up with ourselves, was: 5' bike lane - 10' vehicle lane - 10' vehicle lane

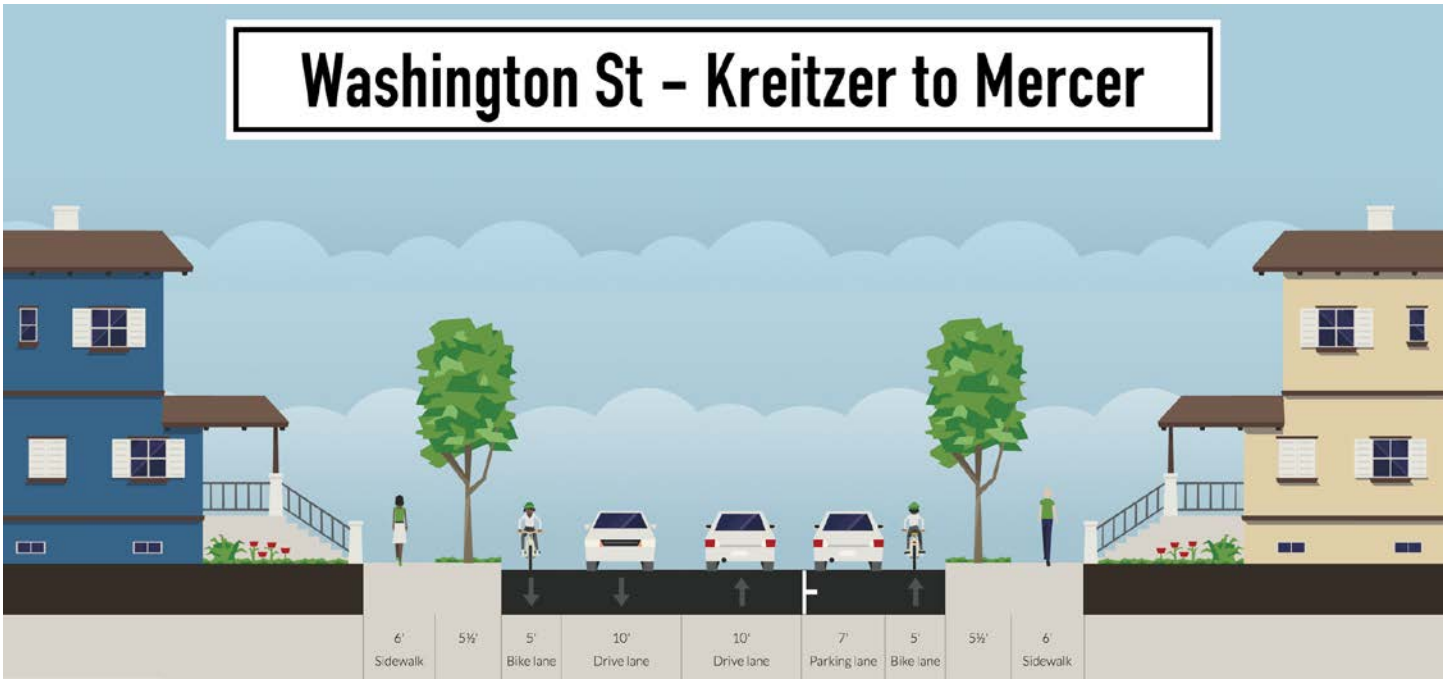
- 7’ parking lane - 5’ bike lane. The rationale behind the second option was that neighborhood residents had expressed initial concerns about removing parking on the north side of the street; in developing their recommendations, LIB had not been made aware that parking was allowed here.



Initial recommendation for Washington St from Kreitzer to Mercer from April 21, 2016, public meeting.



Initial recommendation for Washington St from Kreitzer to Mercer from April 21, 2016, public meeting.



Alternative suggestion for Washington St from Kreitzer to Mercer from April 21, 2016, public meeting.

Bike BloNo asked that attendees of the April 21 public meeting provide written comments for analysis. We received mostly positive feedback; of the eighteen written comments we received:

- ten people categorized themselves under "I love this idea, and I support it wholeheartedly!"
- four people chose "I think it could work, but I'm not passionate about it."
- one person selected "I think it could work with some modifications."
- two people said "I'd rather it not happen, but if it did, I'd like some tweaks."
- nobody chose "I vehemently oppose bike lanes on Washington no matter how they're designed."
- and one person wrote in "Mixed feelings. I think I would be more enthusiastic if this section were part of a full downtown to Veterans Parkway stretch. (or at least downtown to Regency)"

Written comments included:

- A Washington Street resident who said s/he supports it wholeheartedly said:
  - *Very important to retain parking on the north side of E Washington – so I support a parking lane plus a north side bike lane there and clear striping/signage so people will be less likely to use the parking lane as another traffic lane. Thanks for listening. P.S. For the configuration w/ a parking lane, what about having a combined bike/parking lane on the north side – 12 ft wide – but w/ parking next to the curb? Then if someone was parked, a bike could weave around it but not go into the drive lane. This would be safe but involve less re-education of the public.*
- The person who wrote in "mixed feelings…" said:
  - *I'm in favor of bike lanes connecting all parts of the community. <u>Really</u> like the idea of putting bike lanes next to the curb with a parking lane buffer – as long as the pavement markings are clear and <u>regularly maintained</u> with fresh paint.*
- A Washington Street resident who said she thinks it could work, but she's not passionate about it, said:
  - *I don't love the idea of paint all over the streets and the idea of extra vehicles to look for while backing out of my driveway. But, in general I would be fine with bike lanes on Washington <u>as long as we are still allowed to park on the street at all times.</u>*
- The person who said he thought it could work with some modifications said:
  - *– Ensure parking where possible.*

    - *– I like the idea of diverting bikes at Kreitzer + Perrin – State to Kreitzer as part of the original plan gave the same concerns. Thank you for altering.*
    - *– Mercer to Regency: I would be interested about the potential of bottlenecked traffic at the 4-way stop @ corner of Washington/Mercer if that stretch were 2 lane.*
- A Washington Street resident who said s/he would rather it not happen, but would like some tweaks if it did, said:
    - *My concerns are related to the traffic. The children already cannot cross, play, etc. – adding bike paths may only increase the drivers frustrations as traveling on Washington Street. Second concern is parking – yes I have a driveway however, sometimes street parking is needed on occasions. Thank you!*

Given the feedback from neighborhood residents opposing the potential loss of parking but otherwise supporting the project, Bike BloNo eliminated the concept that would have involved no on-street parking and continued refining the plans.

In the fall of 2016, Bike BloNo began having monthly meetings with city staff to provide input on various projects and act in an advisory role, suggesting minor tweaks to planned projects to align with the Complete Streets ordinance. A regular topic at those meetings has been Washington Street.

Over time, staff has become more comfortable with the idea of bike lanes on Washington Street. Given the Council's direction to view every street project through a Complete Streets lens, two staff members attended a training seminar on NACTO design guidelines for bicycle accommodations on September 20, 2016, which provided many examples of similar streets in other cities thriving after human-friendly redesigns.

Advocates have also pointed to federal guidelines on "road diets" which show that Washington Street's traffic volume is low enough that moving to a single through vehicle lane in each direction would have no significant impact on travel times or vehicle throughput. The sections that would require removing one through lane in each direction only see 9,200 to 11,300 vehicles per day, compared to the 20,000 ADT benchmark set forth by the federal government for road diet candidates.

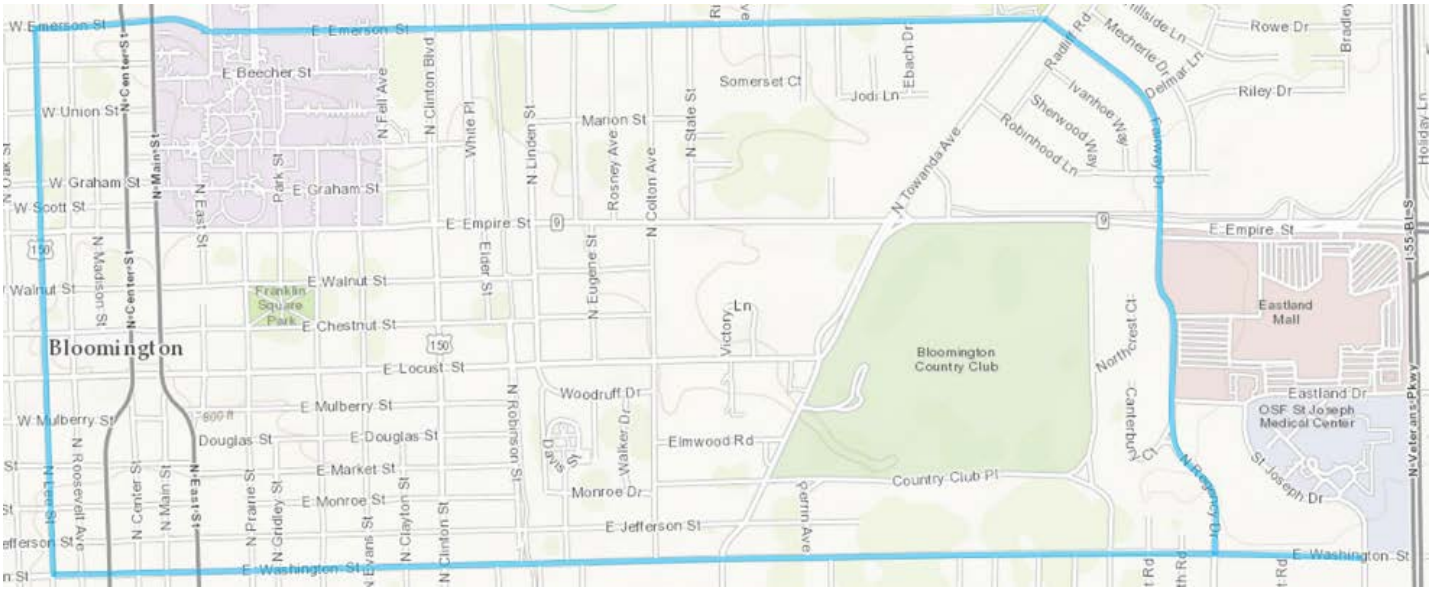
Bike BloNo representatives have discussed the concept with a handful of aldermen, all of whom have expressed support for the idea of adding Washington Street to the Bike Master Plan. We also held a meeting with Tricia Stiller of the Downtown Bloomington Association to discuss the idea of connecting Downtown to Founders Grove with bike lanes on Washington Street from Lee to Regency; she was strongly in favor of continuing the discussion in an open meeting for Downtown residents and businesses.

Connectivity

One of the most important factors in successful transportation infrastructure is connectivity. If you build a street to nowhere, nobody will use it. Bike infrastructure works in much the same way; if you have a bike lane that begins and ends at dangerous intersections with nowhere to go, not very many people will want to use it. So it is imperative that future plans and existing conditions be considered prior to implementation.

Bike BloNo sees Washington Street as a critical connection to many important community destinations. Regency Drive, Fairway Drive, Emerson Street, and Lee Street are already identified in the Bike Master Plan as key projects. Staff has indicated that they plan to implement the Regency & Fairway portions of this plan as soon as budget allows resurfacing of these two streets. IDOT approval is also necessary for the Empire Street/Fairway Drive intersection, and the requisite process is already underway for that to happen.

If Washington Street were added to the Bike Master Plan, these five streets would create a “rectangle” of sorts:



This rectangle would provide a backbone that connects, among other destinations:

- Constitution Trail (at both Emerson Street and Washington Street)
- Eastland Mall
- OSF St. Joseph Medical Center
- State Farm Corporate Headquarters
- The Foundry (Green Top Grocery, Bloomington Cycle & Fitness, and the Gingerbread House)
- Downtown Bloomington
- Bloomington’s West Side
- Kroger & Walgreens at Emerson & Main Streets
- Advocate BroMenn Medical Center
- Illinois Wesleyan University
- Ewing Manor

Shortly before the Bike Master Plan was developed, Prairie Street was given “sharrows” to connect Illinois Wesleyan to Downtown. That stretch of Prairie intersects with this stretch of Washington.

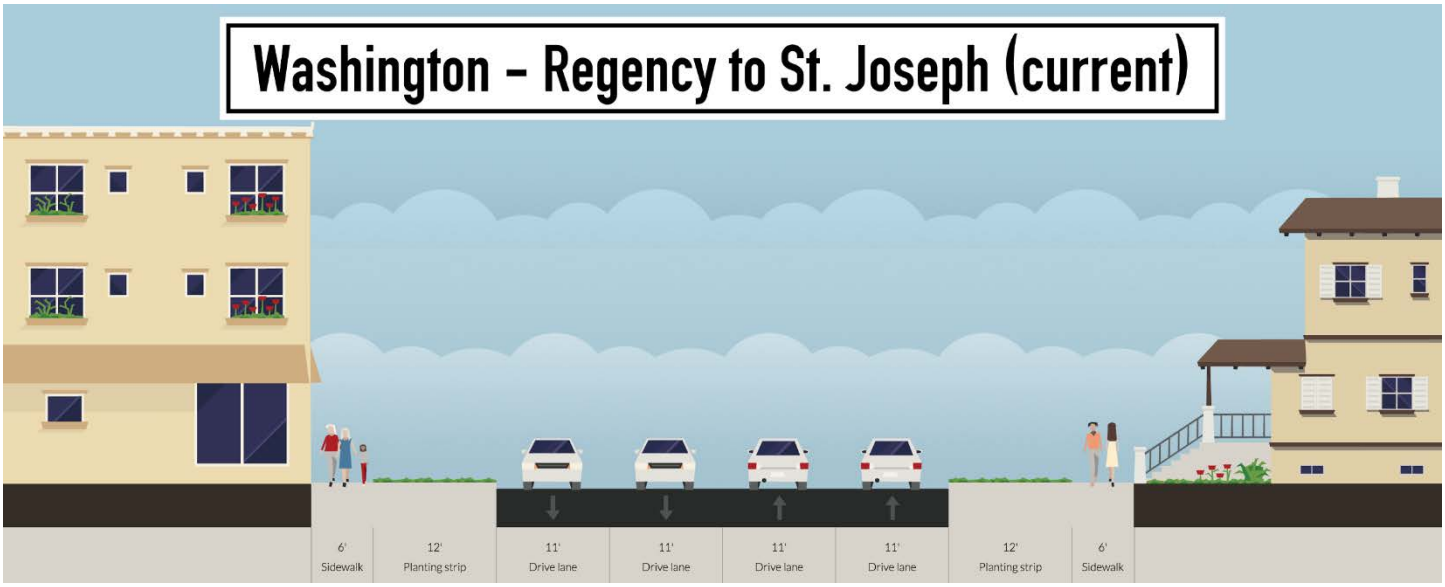
In addition to Regency and Lee, the segment of Washington Street in question also intersects with the following future projects identified in the Bike Master Plan:

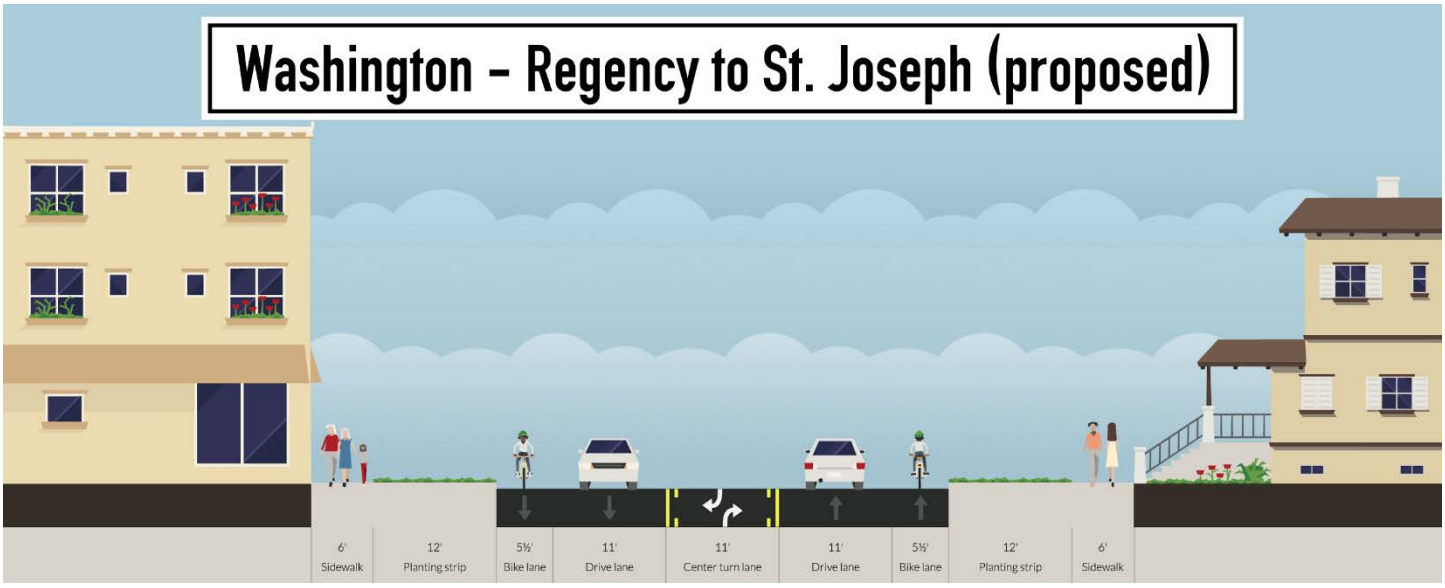
- Madison and East Streets. As you know, these are IDOT-owned roads and there are many local plans calling for significant changes to the way they operate. We don’t expect bike lanes to be added to these streets any time soon, but would certainly welcome any news from IDOT with regard to their plans.
- State Street. Between Washington and Grove, State Street is slated for sharrows; further south to Croxton (by way of State, Meadows, Maizefield, and O’Connel), it is slated for “bike route” signage.
- Mercer Avenue. From Washington to Oakland, Mercer is slated for paved shoulders suitable to cyclist use. From Oakland to Ireland Grove, Mercer is slated for bike lanes.

Current Plan

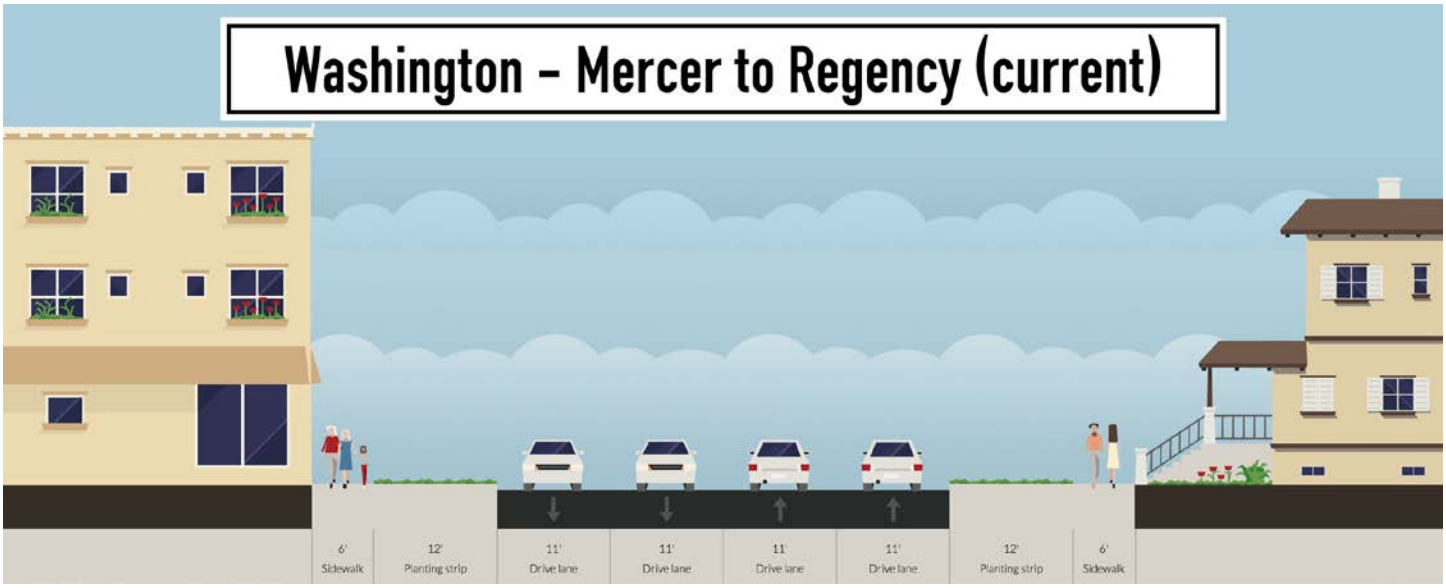
At this point, we would like to see an official amendment to the City of Bloomington Bike Master Plan to include a recommendation for bike lanes on Washington Street from Lee to St. Joseph. This would be the first amendment since the plan was adopted on May 11, 2015. The specifics of the proposed amendment, which are still subject to change, follow.

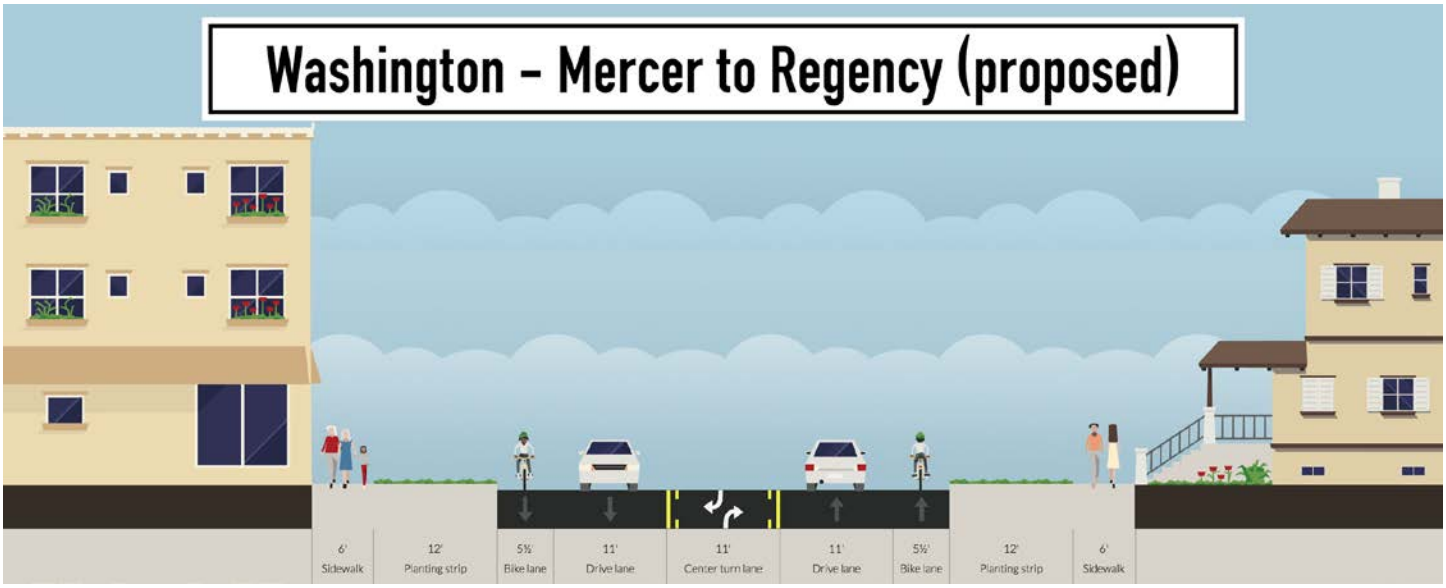
From Regency to St. Joseph, we recommend a road diet: 5’ bike lane - 11.5’ vehicle lane - 11.5’ left turn lane - 11.5’ vehicle lane - 5’ bike lane. This could be accomplished in the summer of 2017, as Public Works plans to have this stretch of Washington resurfaced this year. As such, all that would be needed to accomplish this portion is paint and perhaps a couple of signs once the resurfacing is complete. Currently, this section has four 11’ lanes.



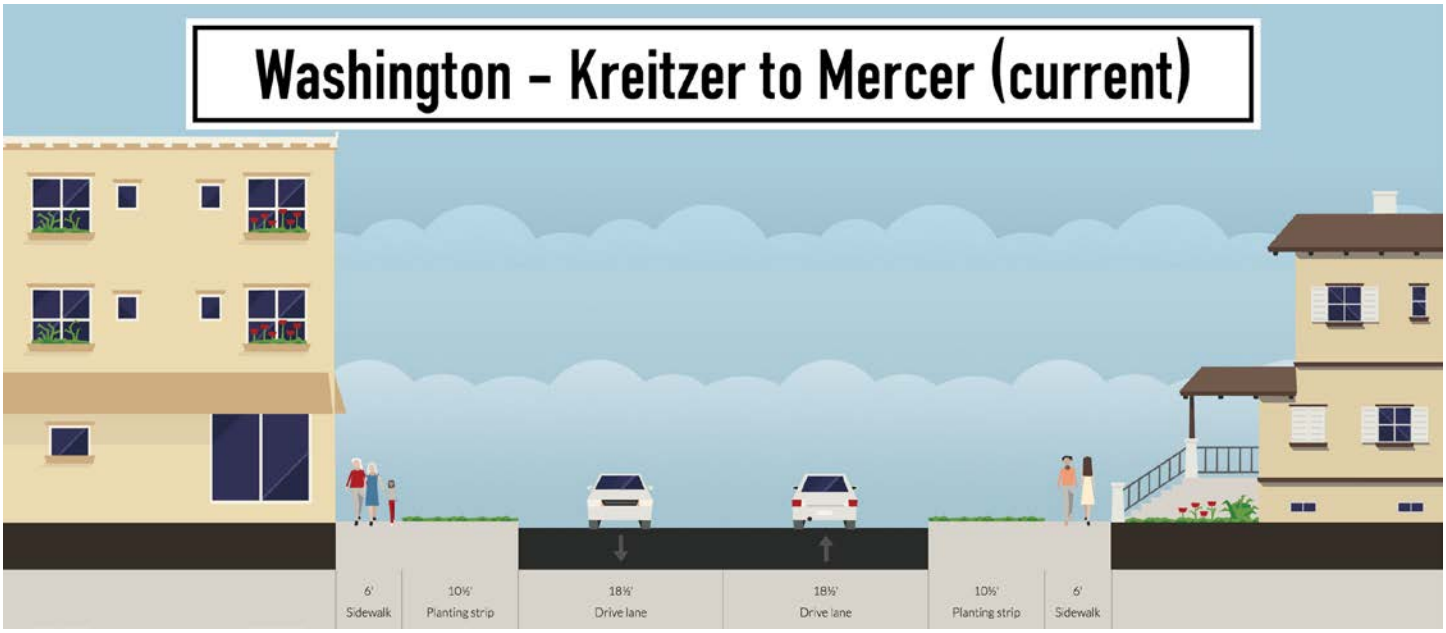


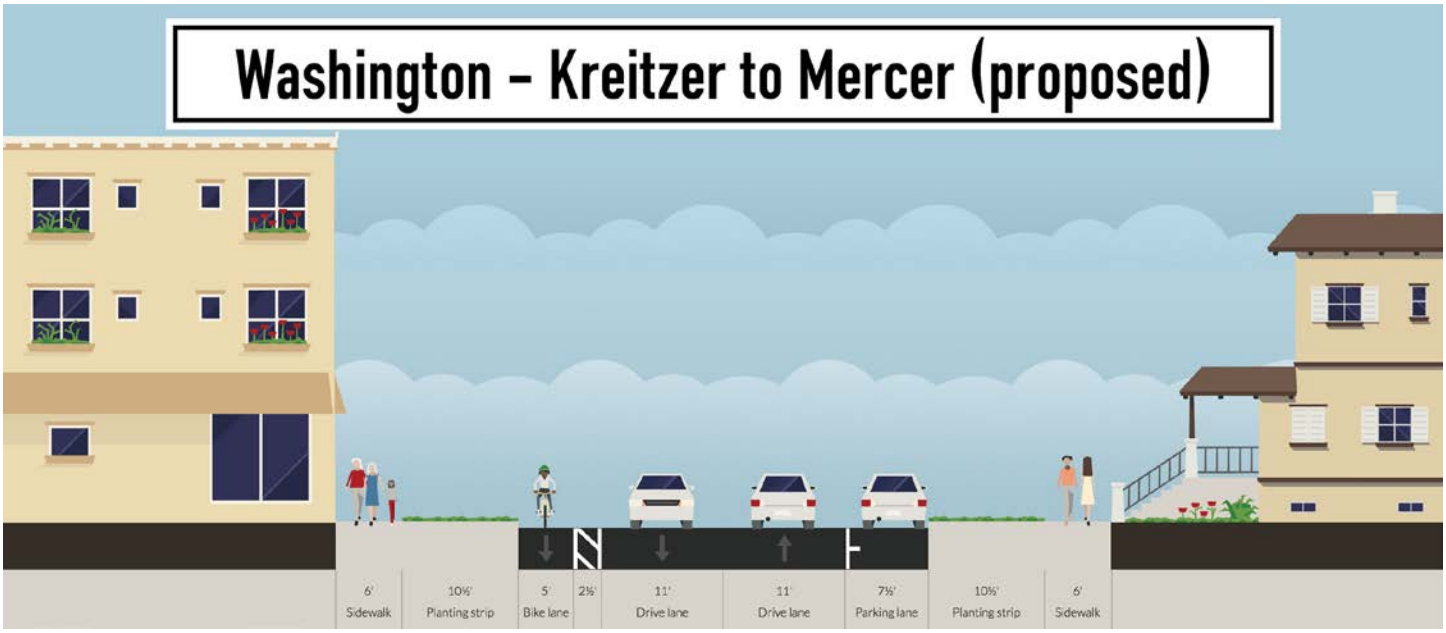
From Mercer to Regency, we recommend a road diet: 5’ bike lane - 11.5’ vehicle lane - 11.5’ left turn lane - 11.5’ vehicle lane - 5’ bike lane. This could be accomplished in the summer of 2017, as Public Works plans to have this stretch of Washington resurfaced this year. As such, all that would be needed to accomplish this portion is paint and perhaps a couple of signs once the resurfacing is complete. Currently, this section has four 11’ lanes.



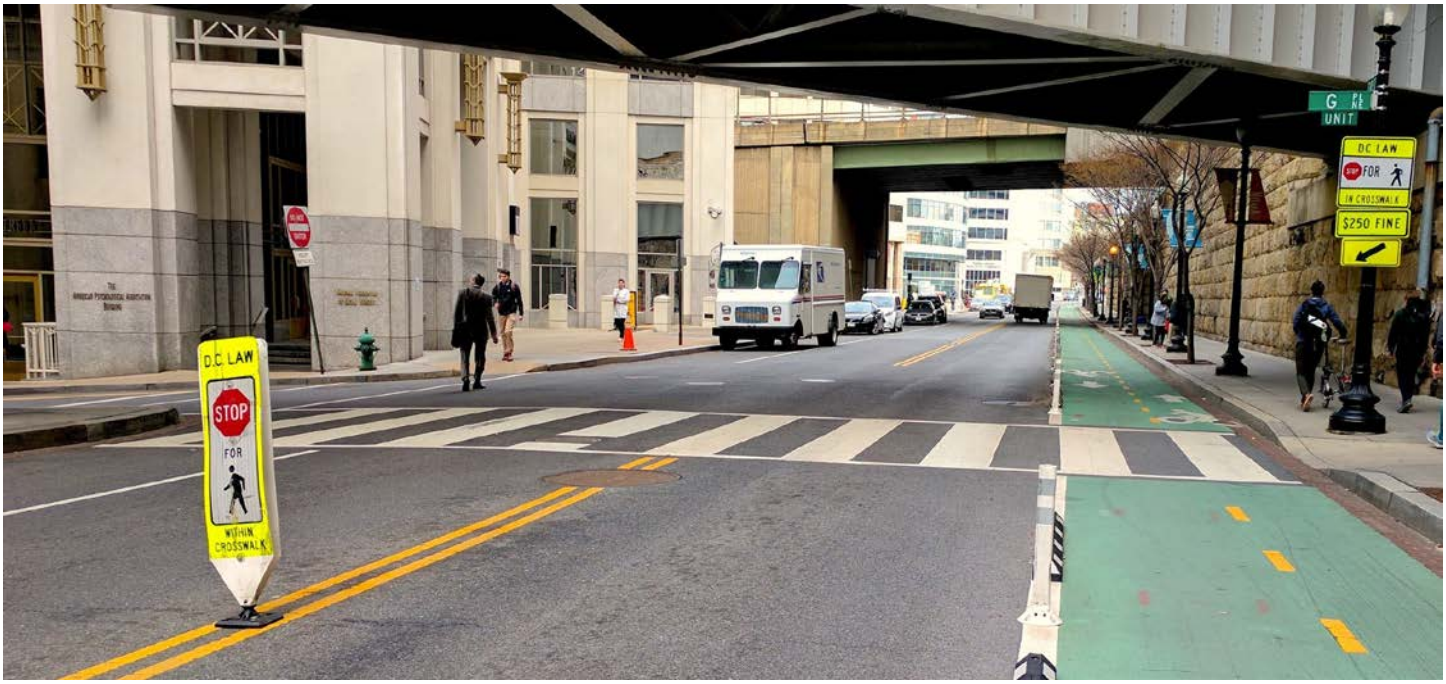


From Kreitzer to Mercer, we recommend adding some paint. Our proposal is for a 5’ bike lane on the south side of the street, with a 2.5’ buffer, followed by two 11’ vehicle lanes, and finally a 7.5’ combined bike/parking lane on the north side of the street. Ordinarily, we would not recommend a combined bike/parking lane because it encourages cyclists to dangerously weave in and out of traffic. In this case, however, because of the incredibly low parking utilization rate and the distance cyclists would have to merge into the vehicle lane if there is a parked car ahead, we think it would be acceptable in this location.





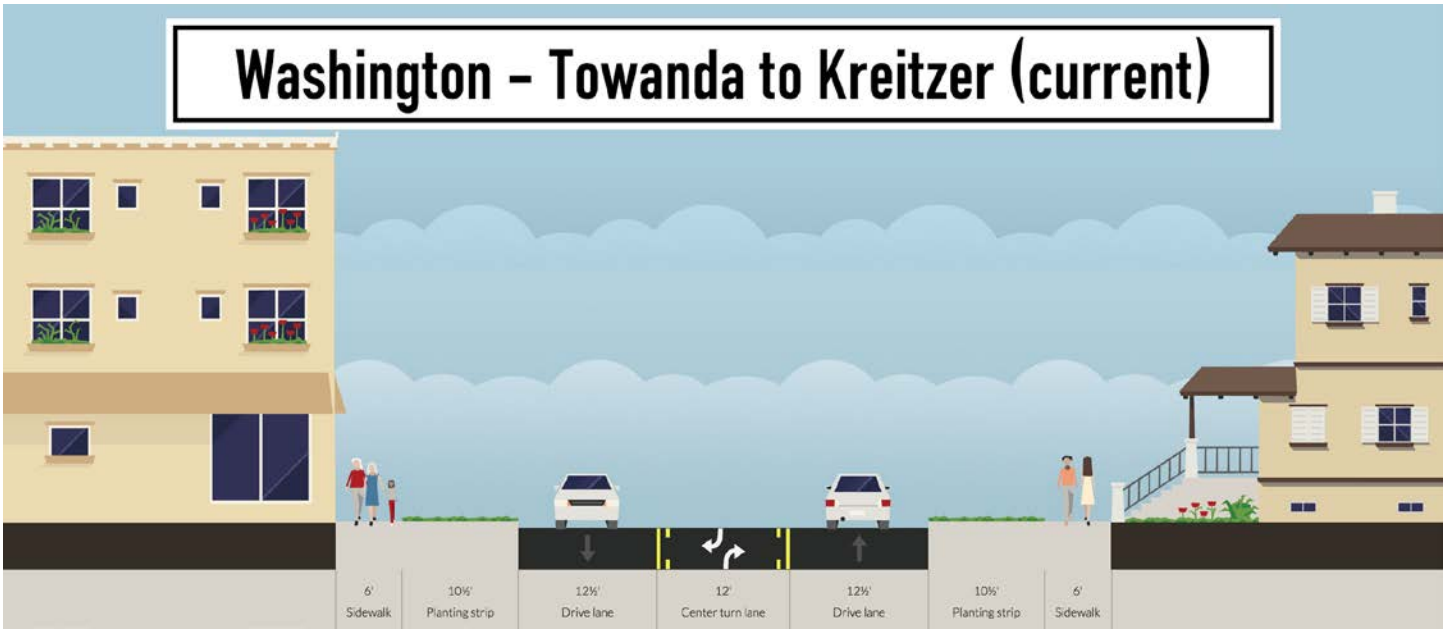
We also propose adding a few high-visibility crosswalks, paired with R1-6A signs mounted on the centerline, to aid pedestrians and transit users in crossing the street. Because the already-painted centerline would not need to move, this could also be accomplished in the summer of 2017.

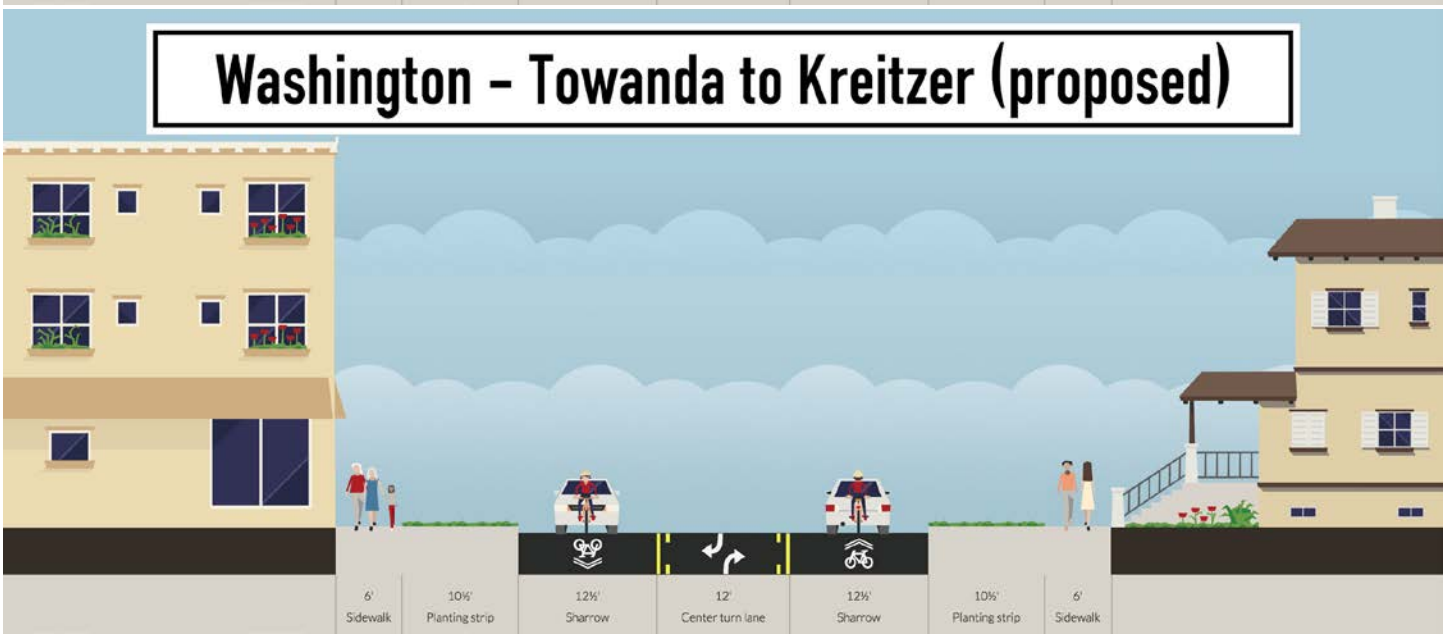


First Street NE in Washington, DC, is an example of a street with a high-visibility crosswalk and an R1-6A sign on the centerline. Outside of Washington, these signs say "state law" at the top instead of "DC law".

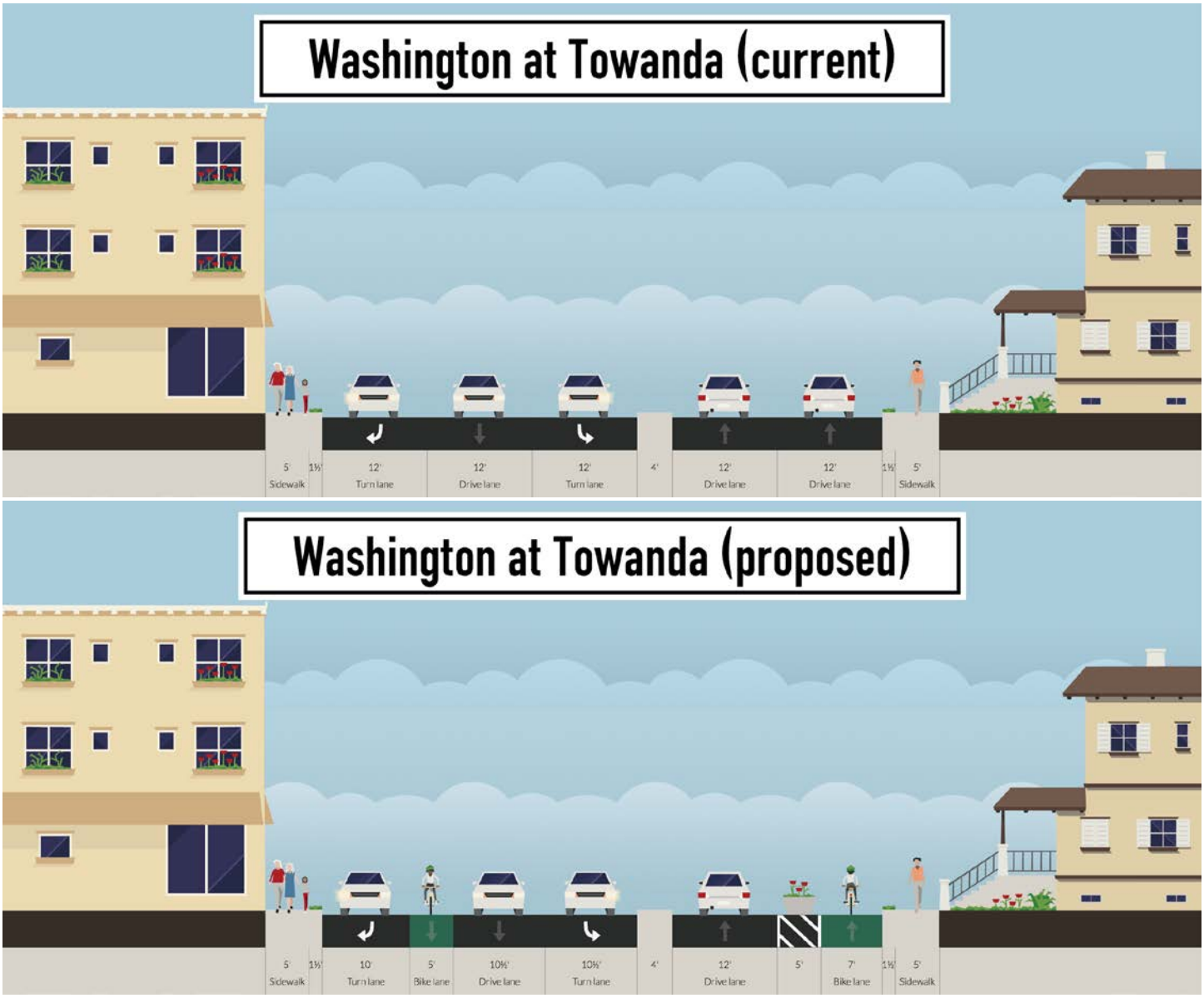
At Kreitzer, cyclists who are uncomfortable continuing westbound on Washington would see a sign pointing them one block south to Grove, where the bike plan already includes sharrows that connect to the Constitution Trail, Downtown, and the West Side.

Between State/Towanda and Kreitzer, we recommend sharrows on the narrow section where there is a left-turn lane. Bike BloNo discussed this left-turn lane at great length with a resident who lives at the corner of Perrin and Washington, who expressed concern that vehicles turning left from Washington to Perrin at the start and end of the school day would back up traffic too much if the left-turn lane were removed.

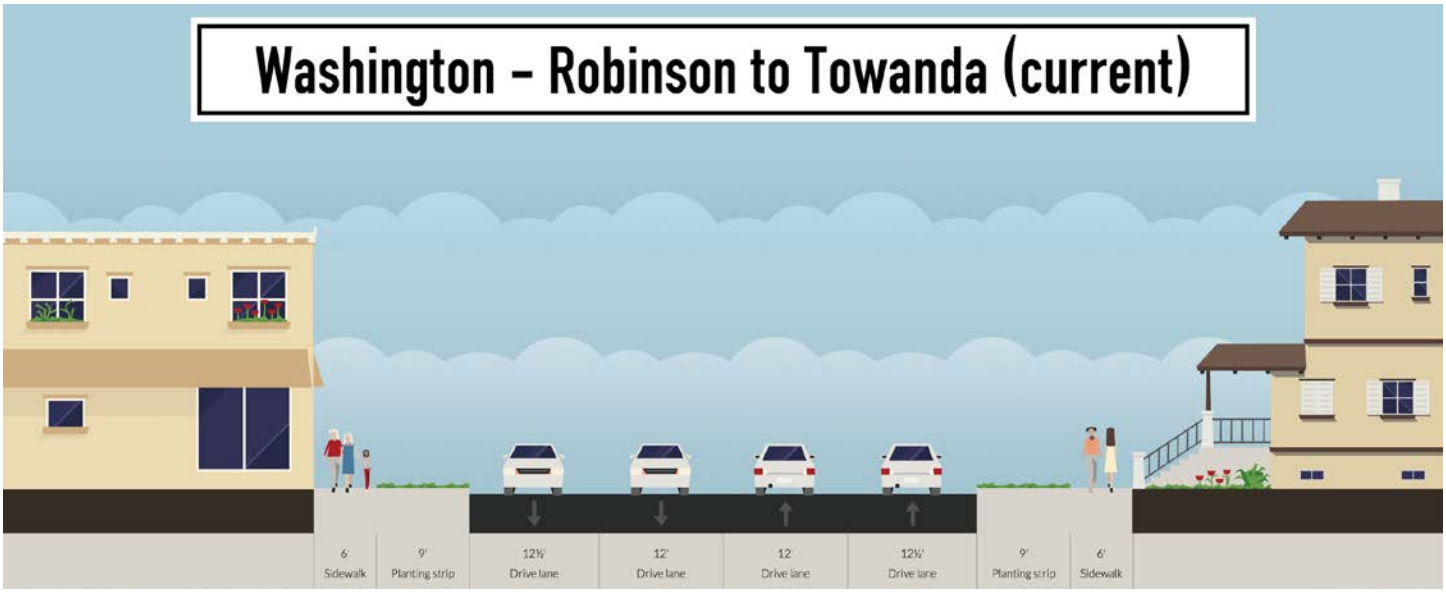


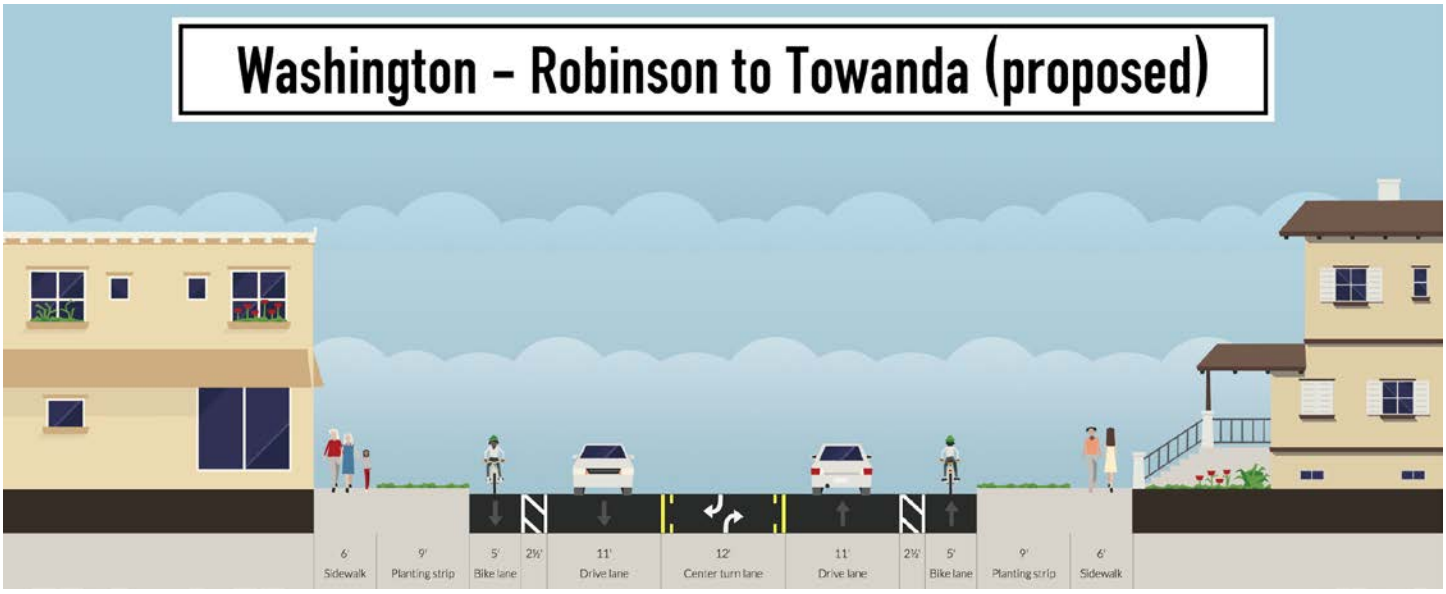


For the intersection with State/Towanda, we propose dashed green bike lanes that start on the left side of Washington's right-turn lanes and end in dedicated bike lanes on the other side of the intersection. This configuration has not been used elsewhere in Bloomington-Normal to date, but is common in other cities with more-developed bicycle infrastructure. Essentially, cyclists would be able to head straight from the right-turn lane, but car drivers would still use the lanes only to turn right. Signage ahead of the right-turn lane would instruct drivers to yield to cyclists before entering the combined bike/right-turn lane.

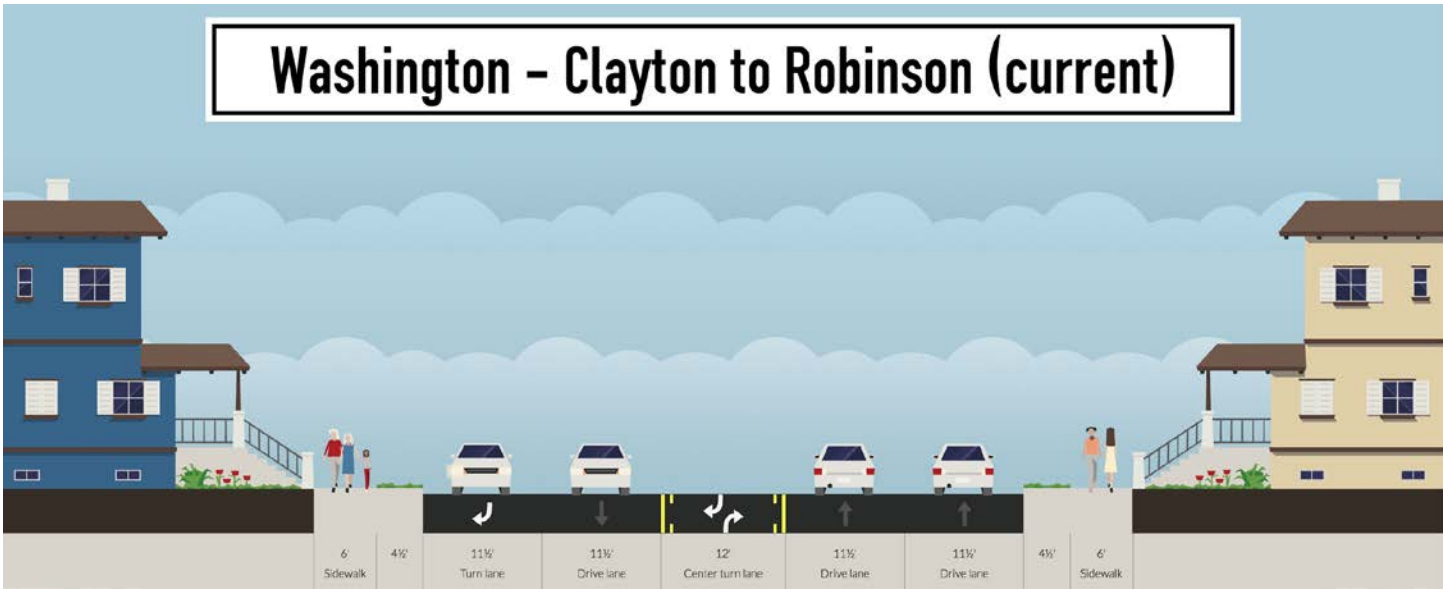


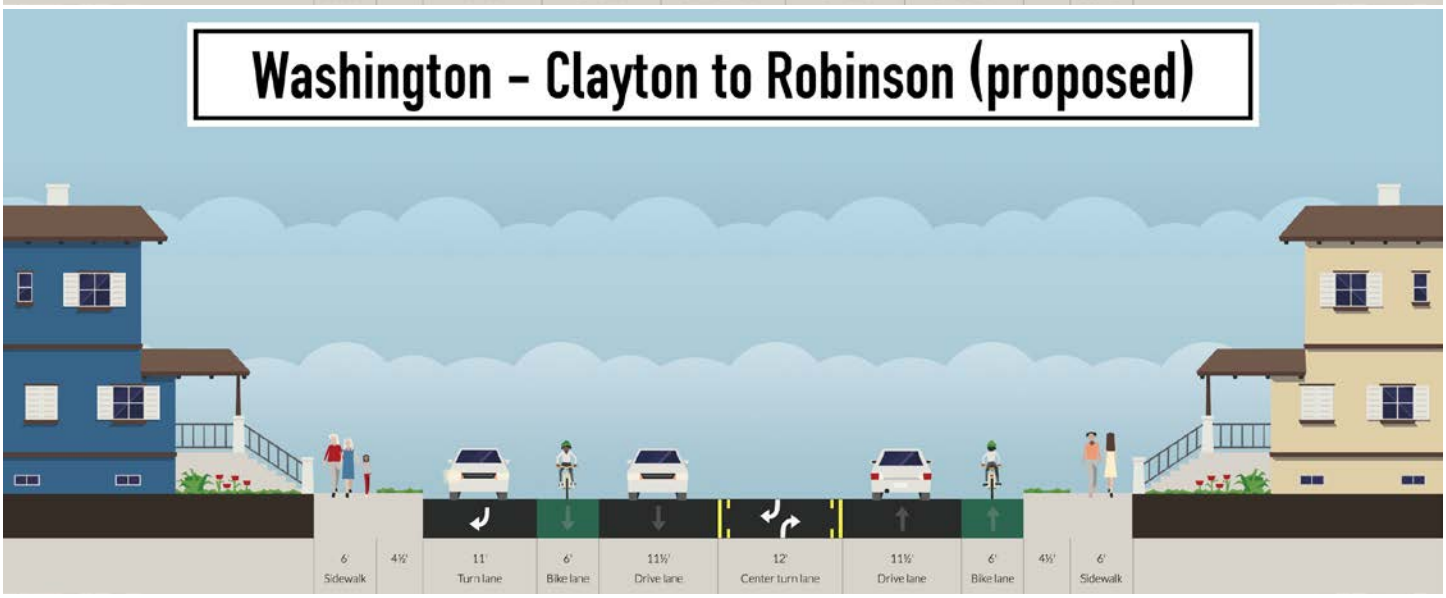
From State/Towanda to Robinson, we propose: 5’ bike lane with a 2.5’ buffer zone - 11’ vehicle lane - 12’ left turn lane - 11’ vehicle lane - 2.5’ buffer zone - 5’ bike lane. This would not require any widening, but the existing paint would need to be removed before implementation. As with the Founders Grove area, we also recommend high-visibility crosswalks here; we think, with The Foundry opening up, there will be significant interest among neighbors to cross Washington Street on foot. At this point, staff has not determined when this segment will be feasible.



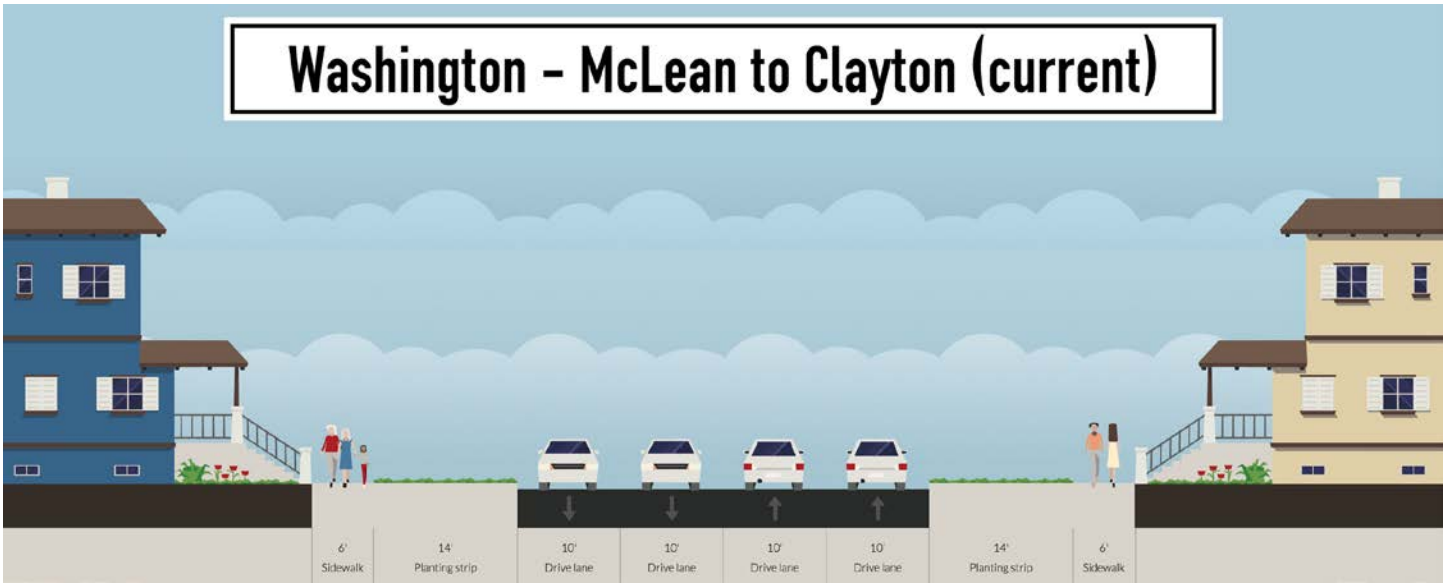


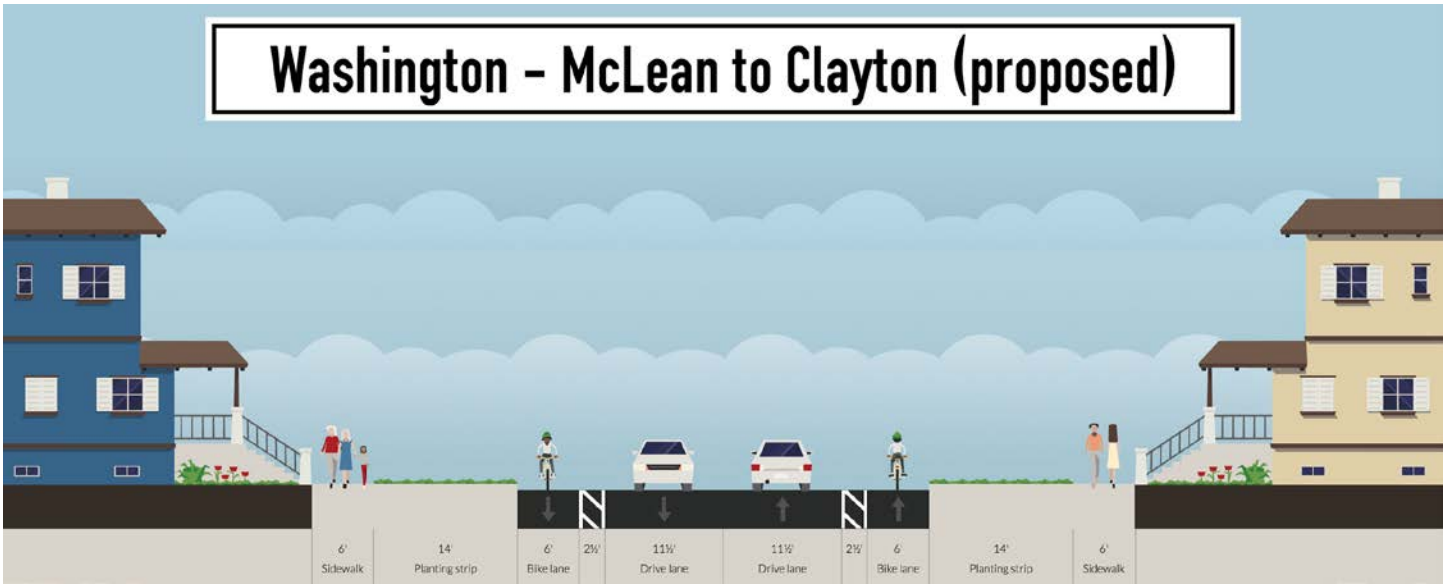
From Clayton to Robinson, we propose removing one through lane in each direction and painting dashed green bike lanes across the intersection with Clinton Street. Because Clinton is an IDOT-owned road (which requires additional study for lane reconfigurations), this piece will likely not happen until a few years after the rest of Washington is reorganized. In the interim, we would recommend adding sharrows through this stretch, which can easily be accomplished before the IDOT study gets underway.



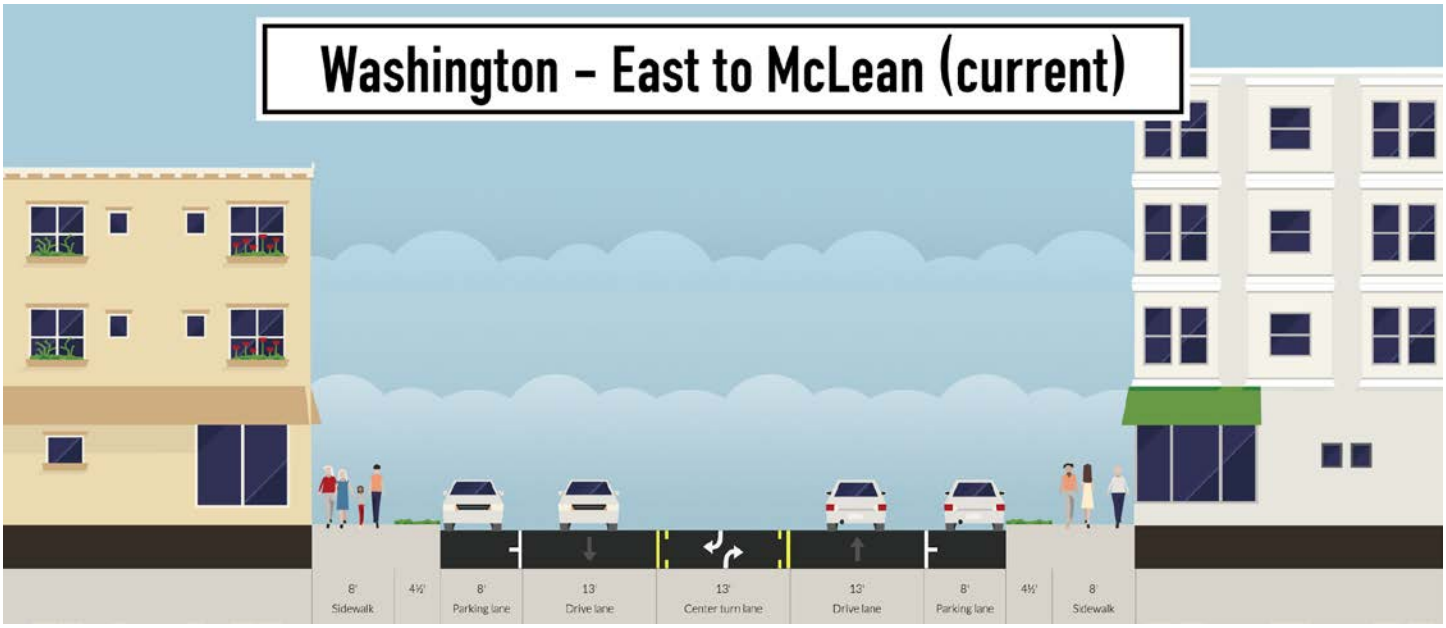


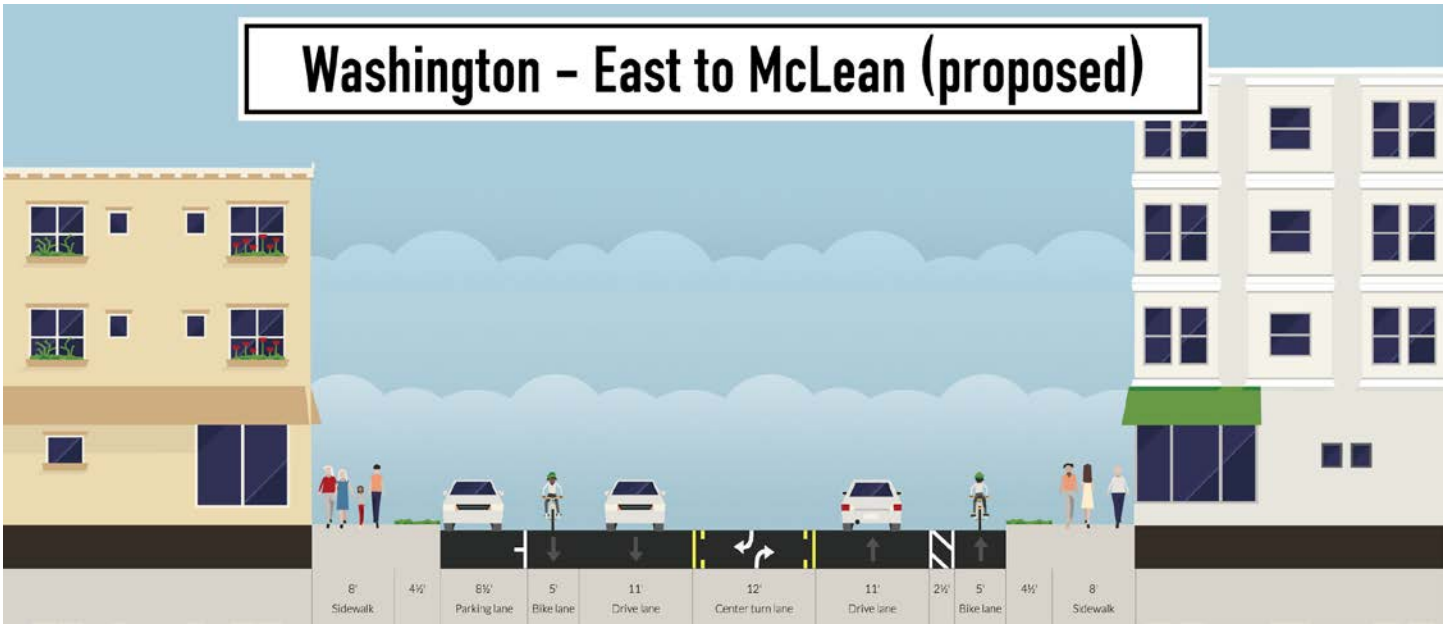
From McLean to Clayton, we propose: 6’ bike lane - 2.5’ buffer zone - 11.5’ vehicle lane - 11.’5 vehicle lane - 2.5’ buffer zone - 6’ bike lane. In this configuration, the centerline would not have to move, but the existing white lane markings would be 1.5’ inside the vehicle lanes, so this piece will not be able to happen until those markings are sufficiently removed.



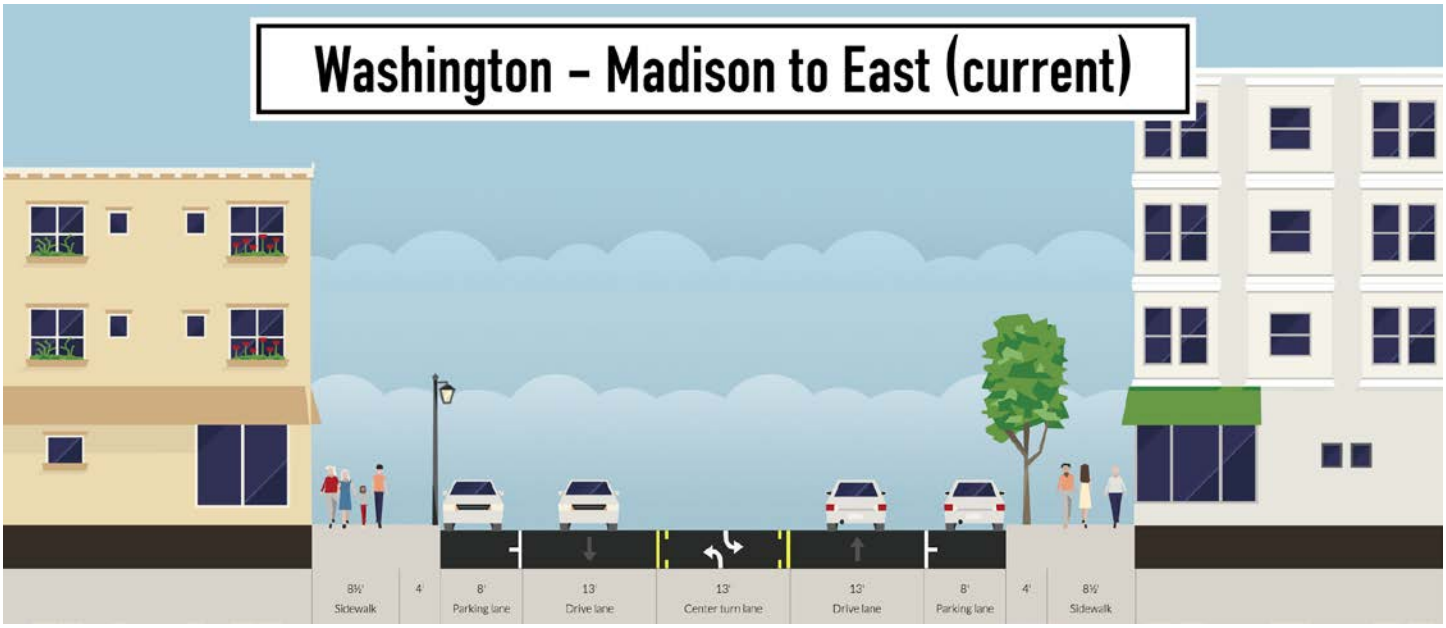


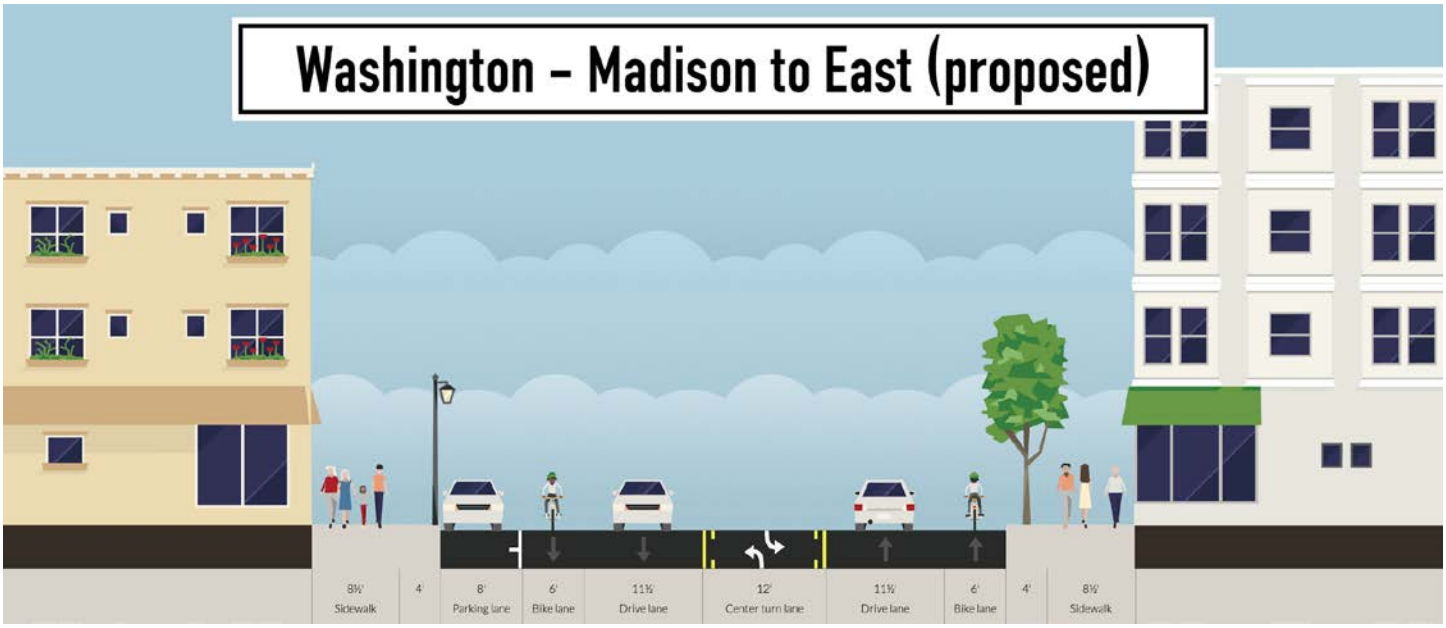
From East to McLean, we propose: 8.5’ parking lane on the south side - 5’ bike lane - 11’ vehicle lane - 12’ left turn lane - 11’ vehicle lane - 2.5’ buffer zone - 5’ bike lane. On the south side, the extra-wide parking lane would more comfortably accommodate the loading/unloading needs of the Castle Theater, compared to today’s skinnier parking lane. On the north side, the 2.5’ buffer plus the 5’ bike lane would be temporarily used for parking the Parks Department’s portable stage for summer shows at Withers Park; when used in this manner, cyclists would have to merge with vehicular traffic for roughly half a block. Because the stage would be easily visible from several blocks away, cyclists who are uncomfortable doing so would easily be able to find another route. Because this configuration is significantly different from the current lane configuration, this piece of the project would also not happen until the existing markings have been sufficiently removed.



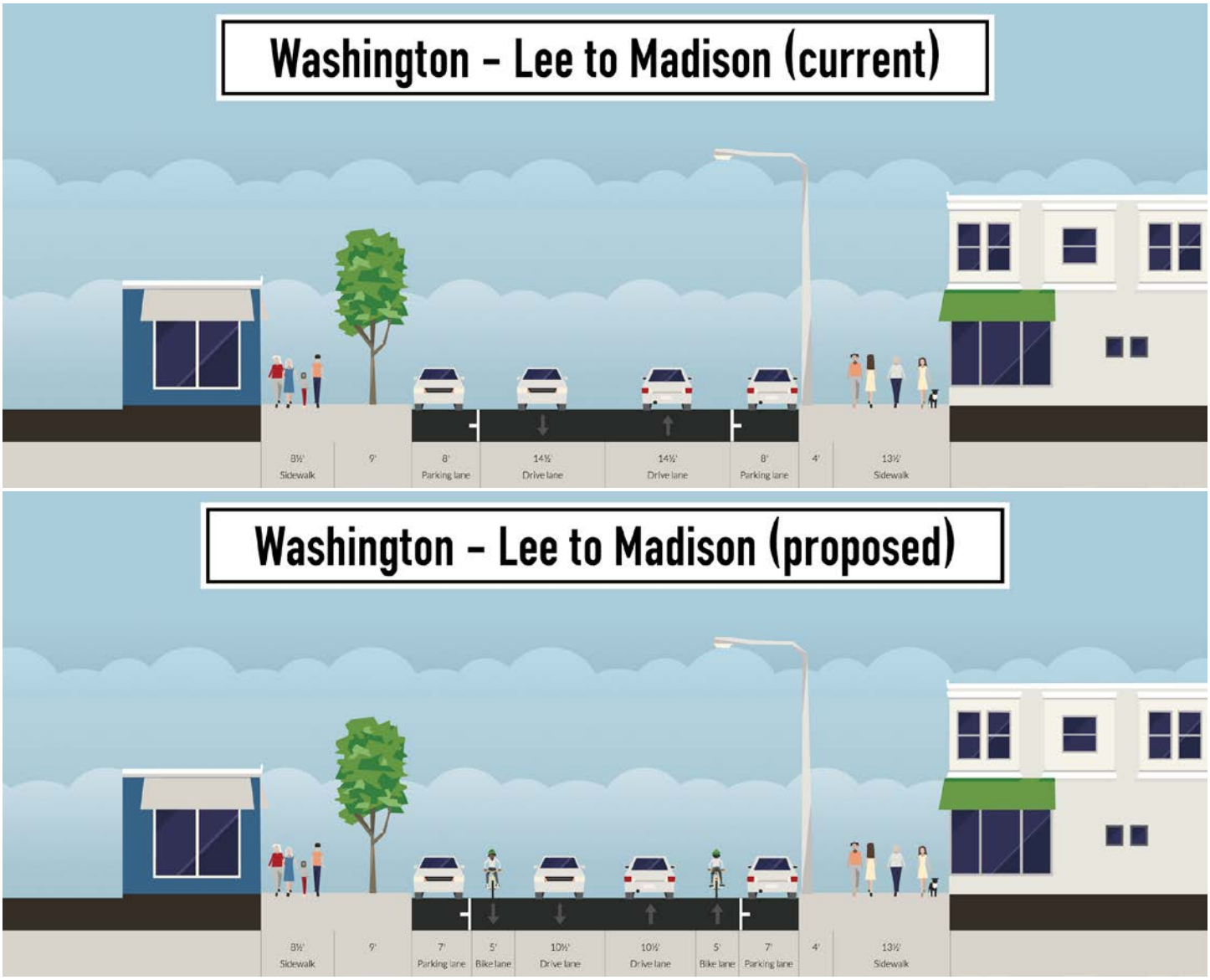


From Madison to East (inside the Downtown “belt buckle”), we propose: 8’ parking lane on the south side - 6’ bike lane - 11.5’ vehicle lane - 12’ left turn lane - 11.5’ vehicle lane - 6’ bike lane. The south side of the street has curb extensions, which fit in perfectly with this reorganization. The bus drop-off zone in front of the McLean County Museum of History/Route 66 Visitors Center would remain under this proposal. When using this loading zone, buses would encroach on the bike lane, so cyclists would have to merge into the vehicle lane.





From Lee to Madison, we propose: 7’ parking lane - 5’ bike lane - 10.5’ vehicle lane - 10.5’ vehicle lane - 5’ bike lane - 7’ parking lane. We will note here that this is the only section of Washington where our proposal involves vehicle lanes below 11’ wide, and we are thankful for staff’s willingness to try this. We recognize that this stretch of Washington sees a fair number of emergency vehicles (which run up to 8.5’ plus mirrors), but staff agreed to the 10.5’ width because all we’re doing is paint; everyone (cyclists and car drivers alike) will be expected to pull as far to the right as possible if an emergency vehicle is coming through, and there is almost never any cross-traffic among these larger vehicles on this two-block stretch. This can be considered a pilot to see how a 10.5’ lane width can work on a low-volume (6,150 ADT) arterial.



Parking

There are currently 81 parking spaces on Washington in the Downtown area, between Lee and Prairie. This proposal would remove 19 of those spaces, bringing the total to 62 parking spaces. Of those repurposed parking spaces, none are directly adjacent to a storefront. Only two entities' doors face the north side of Washington in the area that would lose the existing parking lane: PNC Bank, which has a large off-street parking lot, and State Farm Insurance. In front of State Farm, the parking lane is marked as a loading zone; Bike BloNo has initiated conversations with State Farm to determine whether this is completely necessary or if there is another location that could serve this purpose.

What's Next?

If adopted as proposed, staff would be given the go-ahead to implement the configuration described herein from St. Joseph to Kreitzer in the summer 2017 construction season. The rest of this plan - from Kreitzer to Lee - would be added to the Bike Master Plan as a wish-list item for future refinement and implementation over the next several years as budget allows.

MINUTES
BLOOMINGTON PLANNING COMMISSION
REGULAR MEETING
WEDNESDAY, JUNE 14, 2017 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET, BLOOMINGTON, ILLINOIS

MEMBERS PRESENT: Mr. J. Balmer, Mr. Kevin Suess, Ms. Nicole Chlebek, Mr. Ryan Scritchlow, Mr. James Pearson, Mr. John Protzman, Ms. Megan Headean, Mr. Justin Boyd, Mr. Eric Penn, Chairman David Stanczak

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. Tom Dabareiner, Director of Community Development; Ms. Katie Simpson, City Planner; Mr. George Boyle, City Attorney; Mr. Michael Hill, Public Works; Mr. Jim Karch, Public Works Director.

CALL TO ORDER: Chairman Stanczak called the meeting to order at 4:01 PM

ROLL CALL: Mr. Dabareiner called the roll. With ten members in attendance, a quorum was present.

PUBLIC COMMENT: None

MINUTES: The Commission reviewed the May 24, 2017 minutes. Mr. Scritchlow moved to approve the minutes; Mr. Boyd seconded the motion, which was passed unanimously by a voice vote.

REGULAR AGENDA:
Z-17-17 Public hearing, review and action on a petition submitted by the Bloomington City Council (Resolution 2017-21) requesting the rezoning of 204 N. Allin St, 801 W. Washington St, 803 W. Washington St., 800 and 802 W. Washington St., and 804 W. Washington St., from C-2, Neighborhood Shopping District to B-2, General Business Service District., and the rezoning of 806 W. Washington St., from R-2, Mixed Residential to B-2, General Business Service District.

Chairman Stanczak introduced the case and Ms. Simpson provided the staff report. She provided an overview and noted that nothing had changed since the prior presentation on these properties, but that a processing error required reconsideration by the Planning Commission.

Mr. Balmer moved to approve the petition; second by Mr. Protzman. The item passed unanimously with the following roll call vote: Mr. Balmer—yes; Mr. Protzman—yes; Mr. Suess—yes; Ms. Chlebek—yes; Mr. Scritchlow—yes; Mr. Pearson—yes; Ms. Headean—yes; Mr. Boyd—yes; Mr. Penn—yes; Chairman Stanczak—yes.

Z-18-17 Public hearing, review and action on an amendment to the City of Bloomington 2015 Bicycle Master Plan.

Chairman Stanczak introduced the case. He stated his intention to allow everyone to be heard but asked participants to try to limit their comments to 3 minutes. He clarified that the item relates to a change in the plan along Washington Street, not the entire plan itself. He continued that he held a number of speaker cards and would hear from them first.

Jim Karch, Public Works Director, provided the staff report. He clarified that the proposed amended extends beyond the pop up bike path lanes. He provided a brief history of the bike master plan and discussed the new interest in Complete Streets. He explained why the bike lanes were currently under consideration, noting that portions of the street will be resurfaced this summer so timing is right to consider bike paths. He noted that a single lane can still handle the vehicular traffic along Washington Street. He stated that bikes provide more than recreation and adding a bike path would better accommodate commuting and other travel. He mentioned the two public meetings already held on the topic.

He summarized the 217 comments received to date. Washington Street residents tended to oppose the bike paths while those outside of the corridor tended to support the new paths, he concluded. This information is included in Exhibit 1.

Mr. Scritchlow asked why the path was shifted from Grove Street just a couple years after the plan was passed; Mr. Karch stated originally staff was not supportive of a path on Washington but the Council direction has broadened to include more consideration of bike paths and other modes of transportation.

Mr. Balmer asked about cost; Mr. Karch answered, about $25,000 per mile of striping. Mr. Karch added support from the Bloomington Fire Chief. Mr. Suess asked about parking and Mr. Karch noted the parking demand is not high along the stretches under consideration so the loss of a few spaces was not deemed significant.

Mr. Suess asked about the road diet done elsewhere and expressed concern about congestion; Mr. Karch explained this is not a case where the City is dropping a lane, but instead the lane width is being reduced.

Mr. Pearson asked if the19 parking spots lost would be between Lee and Prairie; Mr. Karch confirmed this as the location. Mr. Pearson asked about emergency vehicles and Connect Transit. Mr. Karch noted letters of support received from the Fire Chief and the acting director for Connect Transit. The referenced letters were recorded as Exhibit 2, which included a third letter of support from the YMCA.

Mr. Balmer expressed concern over vehicle speed, noting that when lanes are narrowed traffic slows; Mr. Karch confirmed this tendency.

Mr. Pearson asked if bicycle rules required helmets or limited ages of riders; Mr. Karch stated he did not believe there is a helmet requirement but that these lanes were not

intended for kids on tricycles. Mr. Pearson asked about widening the sidewalk instead; Mr. Karch stated that studies show it is safer to be on the road at intersections than off the road on sidewalks due to visibility.

Mr. Karch provided a new handout, which includes new email comments and a petition. This was marked as Exhibit 3.

There was general discussion about whether a shortened path or a longer path would be beneficial. Mr. Karch explained that Lee Street made a logical terminus, but some have suggested going farther west to Allin. There was discussion about the Complete Streets policy.

Mr. Boyd asked if 11 feet wide traffic lanes was adequate; Mr. Karch stated it is acceptable. Mr. Karch noted the bike path is five feet wide.

Chairman Stanczak asked to clarify the average daily traffic number; Mr. Karch explained it is not an origin-destination study and added that the traffic volumes vary based on where in the corridor you look. Chairman Stanczak added that he was concerned about the number of vehicles during rush hour; Mr. Karch replied the concerns comes down to the intersections and turn movements, which may cause a back-up.

Ms. Headean asked about the road cross sections and whether a bi-directional center turn lane could be accommodated; Mr. Karch responded that a center turn lane could fit in some stretches but not throughout the corridor.

Mr. Pearson clarified whether Grove Street will remain in the plan; Mr. Karch responded in the affirmative.

There was general discussion about the approval process for the amendment.

Chairman Stanczak introduced the members of the public who submitted speaking request cards. All speakers were sworn in at the time they spoke. First, R.J. Whitworth spoke in favor of the amendment due to safety. Lola Augsand spoke in favor because of a family accident along the street that occurred in the past. Michael Gorman spoke in favor after providing some history of the topic and speaking about Bike BloNo's role, noting surveys and the large amount of support for bike paths on Washington Street; he added that concern over loss of parking was the largest negative, but the packet contains a negotiated recommendation. Mr. Gorman noted that the City saved money on the test project because Bike BloNo personnel installed the test lanes. Diane Benjamin spoke in opposition after noting the concern for emergency vehicle traffic travelling with more congestion; she also noted the selection criteria in the plan for identifying candidate streets for bike lanes and suggested Washington Street does not meet the criteria. Julian Westerhout spoke in favor after noting he represented Friends of the Constitution Trail, stating that members seek more ways to access the Trail. Gary Lambert spoke in opposition noting the large turnout of residents opposed to the bike path at the Mayor's open house and he noted Washington Street was not included in the original plan because it is an arterial roadway; he reiterated that those opposed live largely along Washington. Trevor McGuire noted he is a new

university professor and is a bicyclist as his sole mode of transportation, therefore he is in favor of the bike lanes as Washington Street is the primary east-west road in the middle of the community; he also described the different kinds of drivers and their reactions to bicyclists and his belief that a defined lane will improve safety. Greg Bonham stated he favors the amendment and believes that if it becomes a problem a bike path can easily be removed. Mike McCurdy represents Connect Transit and asked for questions; Ms. Headean asked how many use the bus as the sole method of transportation, and Mr. McCurdy noted that bikes help provide access to the bus routes. Mr. McCurdy added the bus pulls to the curb to pick up passengers, Neil Gridley stated he favors the bike lane and lives near Washington School and stated his belief that sidewalks will be safer with more of the bikes in the street. Chairman Stanczak noted this exhausted the pre-filled out cards.

Stacey Tutt spoke in favor on behalf of the West Bloomington Housing Collaborative because it will connect west and east Bloomington; she asked that it go farther west to Allin Street and added a couple personal bicycling stories. Bruce Meeks spoke in opposition, noting that the original reasons for opposing adding a path along Washington Street should still stand, then asked for an impact study; he also believes more training is needed, along with possible licensing of bikes. Mr. Meeks also questioned the extensive access Bike BloNo had to Public Works. Commissioner Chlebek suggested training may also be need for drivers of cars. Amanda Hoganson stated she previously wanted to ride her bike along Washington for commuting purposes and supports the amendment for future users. Sue Feldkamp is opposed to the bike lane because she believes it is unsafe, plus she opposed to the cost, and she is concerned about left turns bicyclists will want to make; she added that bicyclists should have lights if they travel at night. Dan Stedman spoke in favor, as a regular bicyclist who commutes to work in Bloomington from Normal. Cydney Williams spoke in opposition because Washington is a busy street and because congestion will increase; she added concerns about possibly losing turning lanes and about waiting to pull out of her driveway. Tyson Moore spoke in favor of the amendment because the new path would connect his house to the Constitution Trail and he believes it will improve safety. Larry Hinyard spoke in opposition for safety with more cars; he called attention to the petition and added concerns with costs. Mr. Karch discussed how long road paint lasts, which depends on the type of material and costs. Jason Huber spoke in favor of the petition as an avid cyclist, believing that the appearance of a bike lanes alerts drivers of its potential use. Mike McCurdy, as a bicyclist, spoke in favor of the amendment and believes marrow lanes slows traffic and noted the amount of potential damage cause based on various higher speeds of cars; he believes there is room for all users, referred to the Complete Streets policy, and repeated that Washington is one of the few compete east-west streets in Bloomington. Commissioner Scritchlow sought a comparison of cost for ride by bicycle versus cost per ride for cars. Diane Benjamin noted Mr. McCurdy is a member of Bike BloNo board and mentioned an accident that occurred on Washington recently.

Chairman Stanczak closed the public hearing.

Mr. Pearson spoke in opposition because of the loss of traffic lanes on an arterial street, the 19 parking spaces downtown, and added that the path should be shorter. Mr. Scritchlow likes the idea of taking the path to Allin; he noted the Constitution Trail opposition years ago. Mr. Boyd clarified the purpose of the amendment, whether it aligns with the plan and

makes things safer. Ms. Headean expressed concern for the adjacent residents but stated owning a car should be a barrier to travel in the community; she believes the path aligns with the comprehensive plan. Mr. Balmer noted the residents' concerns between Mercer and Towanda and believes the bike paths will slow traffic and make it safer for bicyclists; he added the intersections of Washington with Mercer and Regency should be addressed regarding turn lanes and he would like to see those two intersections be further evaluated. Mr. Suess stated he sees the concerns every day that were raised during the hearing and believes the bike lanes will make it safer and slow traffic, adding that he sometimes commutes by bike to work; Mr. Suess favors the amendment. Chairman Stanczak noted we need safe bicycle traffic but he is concerned about removing traffic lanes. Ms. Chlebek agrees with what she heard so far and believes that drivers will adjust to the loss of lanes and added that cyclists will be there anyway so we should improve their safety.

Mr. Boyd moved in favor of the amendment; seconded by Mr. Suess. Mr. Balmer asked for an amendment calling for a study of the Washington/Mercer and Washington/Regency intersections; Ms. Headean concurred, and added that she would like to the bike lanes to extend west to Allin. After some discussion it was decided that the extension to Allin was not part of the original hearing and could not be added to the amendment but could be highly recommended to the Council. The amendment then was limited to the intersection studies and passed 9-1 with the following votes: Mr. Balmer—yes; Ms. Headean—yes; Mr. Protzman—yes; Mr. Suess—yes; Ms. Chlebek—yes; Mr. Scritchlow—yes; Mr. Pearson—no; Mr. Boyd—yes; Mr. Penn—yes; Chairman Stanczak—yes.

Regarding the main motion, as amended, the proposal passed 7-3 as follows: Mr. Boyd—yes; Mr. Suess—yes; Mr. Balmer—yes; Ms. Headean—yes; Mr. Protzman—yes; Ms. Chlebek—yes; Mr. Scritchlow—no; Mr. Pearson—no; Mr. Penn—yes; Chairman Stanczak—no.

OLD BUSINESS:
None.

NEW BUSINSS
Election of Chair and Vice Chair. The election was introduced by Chairman Stanczak who opened the floor for chairman. Mr. Protzman nominated Mr. Boyd to be the new Planning Commission chairman; seconded by Mr. Balmer. Mr. Pearson nominated Mr. Scritchlow for chairman; second by Ms. Headean. Based on a show of hands, there were three votes for Mr. Scritchlow and five for Mr. Boyd, however more than five votes is needed according to Commission rules. A second vote was taken by secret ballot, ending in a 5-5 tie. Several options on how to proceed were discussed. A third secret ballot was conducted, resulting in a 7-3 vote in favor of Mr. Boyd.

Mr. Scritchlow was named vice-chairman, following a unanimous vote after receiving a nomination from Mr. Pearson; seconded by Mr. Suess. The vote by acclamation was moved by Mr. Pearson; seconded by Mr. Suess.

ADJOURNMENT: Mr. Protzman moved to adjourn; seconded by Mr. Balmer, which passed unanimously by voice vote. The meeting was adjourned at 6:40 PM.

Respectfully,

Tom Dabareiner AICP
Community Development Director

REGULAR AGENDA

REGULAR AGENDA ITEM NO. 9A

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by including Washington Street from Lee Street to St. Joseph Drive as infrastructure identified within the Plan.

RECOMMENDATION/MOTION: That the Resolution to amend the 2015 City of Bloomington Bicycle Master Plan by including Washington Street from Lee Street to St. Joseph Drive as infrastructure identified within the Plan be adopted and the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services; Goal 2. Upgrade City Infrastructure and Facilities; Goal 3. Grow the Local Economy; Goal 4. Strong Neighborhoods; Goal 5. Great Place – Livable, Sustainable City; Goal 6. Prosperous Downtown Bloomington.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner, Objective 1e. Partnering with others for the most cost-effective service delivery; Objective 2d. Well-designed, well-maintained City facilities emphasizing productivity and customer service; Objective 3a. Retention and growth of current local businesses; Objective 4d. Improved neighborhood infrastructure; Objective 5a. Well-planned City with necessary services and infrastructure, Objective 5c. Incorporation of "Green Sustainable" concepts into City's development and plans; Objective 6d. Healthy adjacent neighborhoods linked to Downtown.

BACKGROUND: Pursuant to the City Code, a public hearing was held on this agreement by the Planning Commission on June 14, 2017. Notice for the aforementioned public hearing was published in the Pantagraph on May 29, 2017. A second public hearing on the agreement, published in the Pantagraph on June 23, 2017, occurred on July 10, 2017 before the City Council.

City Council approved the Bicycle Master Plan, prepared by the League of Illinois Bicyclists (now known as Ride Illinois), on May 11, 2015.

In Fall 2016, City staff began having monthly meetings with Bike BloNo so that the group could provide input on various projects and act in an advisory role. Bike BloNo suggested tweaks to the Bicycle Master Plan, including changes to planned projects to align with the Complete Streets ordinance. Washington Street was a regular topic at those meetings.

Washington Street was not originally included in the Bicycle Master Plan. The primary consideration was that, as an arterial road, narrowing lane widths or removing through vehicle lanes to accommodate bikes was not feasible. Other rationale included its use as a primary corridor

for emergency vehicles, traffic volume, and the option for it to eventually become a four-lane segment through the Founders' Grove neighborhood. In addition, it should be noted that Washington Street does not directly connect to Constitution Trail. However, Grove Street does have a direct connection to the trail.

Recent concerns brought forward by citizens who live on or near Washington Street should also be considered. One of the concerns is that Washington Street is not safe for bicyclists, considering the amount of traffic and the speed at which traffic travels on the road. Other safety concerns include collisions that could result from vehicles backing out of driveways, bicycles having to use the traffic lane in cases where vehicles are parked in the shared parking/bicycle lane, and issues with narrower driving lanes.

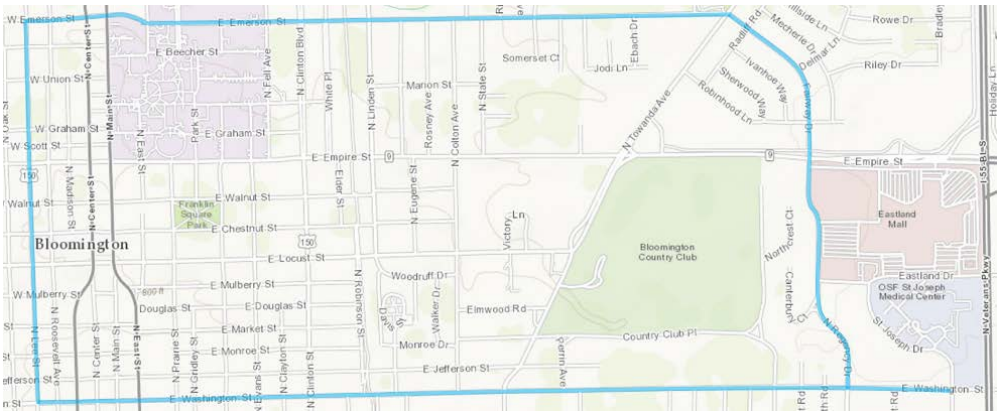
Another concern brought forward by citizens is that other routes already exist for cyclists in the area. Multiple citizens stated that Grove Street, which is currently part of the City's bicycle infrastructure, is preferred over Washington Street. Other suggestions include using Country Club Place or a combination of other streets. Along with this concern, multiple citizens stated they think this project wastes City funds.

Additional citizen concerns include the removal of parking along Washington Street, safety for school children, and quiet enjoyment.

Given the Council's direction to view every street project through a Complete Streets lens, two members of management from Public Works attended a training seminar on NACTO design guidelines for bicycle accommodations on September 20, 2016.

Advocates have pointed to federal guidelines on "road diets" which show that Washington Street's traffic volume may be low enough that moving to a single through vehicle lane in each direction may not have a significant impact on travel times or vehicle throughput. Multiple sections of this amendment would require removing one through lane in each direction. These sections see 9,200 to 11,300 vehicles per day (vpd). The Federal Highway Administration's guidelines state that a roadway with 20,000 vpd or less may be a good candidate for a road diet and should be evaluated for feasibility. However, other factors need to be considered as well.

Washington Street could be a critical connection to many important community destinations. The inclusion of Washington Street in this Master Plan creates a "rectangle" of roadways for bicycles to use through the City. Regency Drive, Fairway Drive, Emerson Street, and Lee Street are already identified in the master plan as key projects. Staff has indicated that the plan is to implement the Regency & Fairway portions of this plan as soon as budget allows resurfacing of these two streets. IDOT approval is also necessary for the Empire Street/Fairway Drive intersection.



On April 24, 2017, the Bloomington City Council adopted a Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan. City staff took the following steps prior to submitting the amendment to the Bloomington City Council:

- Sent letters to residents who live along Washington St, from St. Joseph Dr to Lee St.
- Began accepting comments via e-mail, mail, phone, petition, and other means.
- Beginning on May 15, 2017 the Public Works Department and Bike BloNo collaborated on building temporary bike lanes on Washington St from Kreitzer Ave to Mercer Ave. Temporary In addition, the Engineering Division monitored bicycle traffic before and after the installation of the bicycle lane, creating a 24 hour average within each week (exactly one week apart). Bike BloNo was not aware of the monitoring until after it had been completed. The results of this monitoring are listed within the proposed amendment to the Bicycle Master Plan.

- Held two public open house meetings with residents, business owners, and those who use Washington St to see if the plan had public support. More information on these meetings can be found within the proposed amendment to the Bicycle Master Plan.
    - May 23, 2017 at Washington Elementary School
    - June 13, 2017 at the McLean County Museum of History
- This case came before the Planning Commission for a public hearing and review on June 14, 2017. The City published a public notice in the Pantagraph in accordance with City Code on May 29, 2017. Twelve (12) citizens spoke in favor of the amendment, and eight (8) citizens spoke in opposition of the amendment during the hearing. The Planning Commission recommended approval of the resolution to amend the 2015 City of Bloomington Bike Master Plan by a vote of 7-3. Additionally, the Commission added the following recommendations:

    - The City of Bloomington Public Works Department should review the design of the proposed bike lanes at the intersections of Washington St. and Mercer Ave. and Washington St. and St. Joseph Dr.
    - After further community input, the City should consider extending bike lanes on Washington St. west to Allin St.
- The City published a public notice for the public hearing in the Pantagraph in accordance with City Code on June 23, 2017

Public Works received public input via mail, phone, e-mail, petition, and comment card up until June 26, 2017 at 5:00 p.m. People who submitted comments after that date and time were directed to contact the City Clerk's office to submit their comment. Please see the attached public input and public record documents for additional information on submitted comments. The following three amendments to the 2015 City of Bloomington Bicycle Master Plan are proposed:

1. The title page be amended to add a new picture of bike lanes within the City, add the Bike BloNo logo, and change the name of the League of Illinois Bicycles to Ride Illinois.

2. The Table of Contents be amended to add an "Amendment Section" and to add Amendment 1, Washington Street from Lee Street to St. Joseph Drive.

3. That Amendment 1, Washington Street from Lee Street to St. Joseph Drive, be added to the end of the plan and said roadways added as planned bicycle infrastructure within the plan.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Bike BloNo; residents, homeowners, and businesses in the affected area (Washington St. from St. Joseph Dr. to Lee St.); residents, homeowners, and businesses who use Washington St. in the affected area, including those who live or work in Bloomington and Normal; Planning Commission (see below)

PLANNING COMMISSION: This case came before the Planning Commission for a public hearing and review on June 14, 2017. The City published a public notice in the Pantagraph in accordance with City Code on May 29, 2017. Twelve (12) citizens spoke in favor of the amendment, and eight (8) citizens spoke in opposition of the amendment during the hearing. The Planning Commission recommended approval of the resolution to amend the 2015 City of Bloomington Bike Master Plan by a vote of 7-3. Additionally, the Commission added the following recommendations:

- The City of Bloomington Public Works Department should review the design of the proposed bike lanes at the intersections of Washington St. and Mercer Ave. and Washington St. and St. Joseph Dr.
- After further community input, the City should consider extending bike lanes on Washington St. west to Allin St.

FINANCIAL IMPACT: Adoption of the Resolution would not have a direct financial impact as it amends the Bicycle Master Plan. Council would have the final decision on expenditures for future projects that align with the plan.

COMMUNITY DEVELOPMENT IMPACT: *(If applicable)*

Links to Comprehensive Plan:

D-5.2 Enhance the walkability and bike ability within the downtown

HL 1-3 Enhance the walking, jogging and biking trail system

HL 3. Eliminate barriers to discourage people from walking and biking to parks and recreation facilities

TAQ-1 A safe and efficient network of streets, bicycle-pedestrian facilities and other infrastructure to serve users in any surface transportation mode.

TAQ-1.3a Allocate resources for implementation of the recommendations in the City's bicycle master plan regarding both on-street routes and trail/side paths.

Respectfully submitted for Council consideration.

Prepared by: Michael Hill, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Community Development review by: Tom Dabareiner AICP, Community Development Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Resolution
- Amendment Text

RESOLUTION NO. 2017 _____

RESOLUTION TO AMEND THE 2015 CITY OF BLOOMINGTON BICYCLE MASTER PLAN

WHEREAS, The City of Bloomington passed the 2015 City of Bloomington Bicycle Master Plan in May 2015; and

WHEREAS, City staff has been working with Bike BloNo and City Aldermen on amending the 2015 City of Bloomington Bicycle Master Plan to include Washington Street from Lee Street to St. Joseph Drive; and

WHEREAS, on April 24, 2017, the City Council authorized City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan; and

WHEREAS, the Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan is based on public outreach that has been occurring since October 2015 and represents many of the City's goals with regards to multimodal transportation and Complete Streets; and

WHEREAS, the Bloomington Planning Commission, after proper notice was given, conducted a public hearing on the resolution to amend the 2015 City of Bloomington Bicycle Master Plan and recommended approval; and

WHEREAS the City Council of the City of Bloomington has the power to adopt this resolution.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois:

SECTION 1. The above recitals are incorporated herein by this reference as if specifically stated in full.

SECTION 2. That the City of Bicycle Master Plan, originally adopted on May 11, 2015, be amended as follows:

A. The title page be amended to add a new picture of bike lanes within the City, add the Bike BloNo logo, and change the name of the League of Illinois Bicycles to Ride Illinois.

B. The Table of Contents be amended to add an "Amendment Section" and to add Amendment 1, Washington Street from Lee Street to St. Joseph Drive.

C. That Amendment 1, Washington Street from Lee Street to St. Joseph Drive, be added to the end of the plan and said roadways added as planned bicycle infrastructure within the plan.

SECTION 4. Except as provided herein, the 2015 Bicycle Master Plan, as amended, shall remain in full force and effect and previous recommendations regarding roadways subject to Amendment 1 shall no longer be effective and shall superseded by the amendment.

SECTION 5. In the event that any section, clause, provision, or part of this Resolution shall be found and determined to be invalid by a court of competent jurisdiction, all valid parts that are severable from the invalid parts shall remain in full force and effect.

SECTION 7. This Resolution shall be effective immediately after the date of its publication as required by law.

SECTION 8. This Resolution is passed and approved pursuant to the home rule authority granted Article VII, Section 6 of the 1970 Illinois Constitution.

ADOPTED this 10th day of July, 2017.

APPROVED this ____ day of July, 2017.

CITY OF BLOOMINGTON, ILLINOIS

_____
Tari Renner, Mayor

ATTEST

_____
Cherry Lawson, City Clerk

City of Bloomington Bicycle Master Plan

Prepared by:

Adopted by Bloomington City Council: May 11, 2015
Amended by Bloomington City Council: July XX, 2017

City of Bloomington, Illinois
109 E. Olive St
Bloomington, Illinois 61701

Table of Contents

1: Introduction/ Executive Summary **1**

2: Bikeway Types in the Bloomington Plan **4**
- Standards and Guidelines 4
- Trails 4
- Sidepaths 4
- On-Road Bikeways 6
- Bike Lanes 6
- Shared Lane Markings 8
- Signed Bike Routes 8
- Combined Bike/Parking Lanes 9
- Signal Activation by Bikes 10

3: Guidelines for Bikeway Recommendations **11**
- Guiding Principles and Selecting Bikeway Type 12
- Generating Public Support 13
- Bike Lane Recommendations and Tradeoffs 14

4: Other Recommendations **16**
- Understanding the Maps 16
- Understanding the Project List 22
- Trail Crossings 27
- Trail Usage Signing and Striping 28
- Traffic Signals for Bicycle Actuation Study 29
- Bikeway Wayfinding Signage 29
- Other Agencies 30
- Route 66 Trail 32

5: Other Recommendations **33**
- Bicycle Parking 33
- Education 34
- Enforcement 36
- Encouragement 37

6: Plan Implementation **38**
- Multi-Year Work Plan 38
- Implementation Funding 38
- Technical Resources and Training 39
- Annual Evaluation 40
- Future Plan Update Consideration Topic 40

Appendices **43**
- Appendix 1: Bicycle Plan Steering Committee 43
- Appendix 2: Public Brainstorming Workshop Results 44
- Appendix 3: Survey Results and Other Public Input 47
- Appendix 4: Road Segment Data 51
- Appendix 5: Summary of Major Funding Sources 64
- Appendix 6: Building Blocks of a BFC 66

Amendments **67**
- Amendment 1: Washington Street from Lee Street to St Joseph Drive 67

Amendment 1
Washington Street from Lee Street to St. Joseph Drive

City Council approved the Bicycle Master Plan, prepared by the League of Illinois Bicyclists (now known as Ride Illinois), on May 11, 2015.

In Fall 2016, City staff began having monthly meetings with Bike BloNo so that they could provide input on various projects and act in an advisory role. Bike BloNo suggested tweaks to the Bicycle Master Plan, including changes to planned projects to align with the Complete Streets ordinance. A regular topic at those meetings has been Washington Street.

Washington Street was not included in this master plan. The primary consideration was that, as an arterial road, narrowing lane widths or removing through vehicle lanes to accommodate bikes was not feasible. Other rationale stated at various times included its use as a primary corridor for emergency vehicles, traffic volume, and the option for it to eventually become a four-lane segment through the Founders Grove neighborhood. In addition, it should be noted that Washington Street does not directly connect to Constitution Trail. However, Grove Street does have a direct connection to the trail.

Given the Council's direction to view every street project through a Complete Streets lens, two members of management from Public Works attended a training seminar on NACTO design guidelines for bicycle accommodations on September 20, 2016.

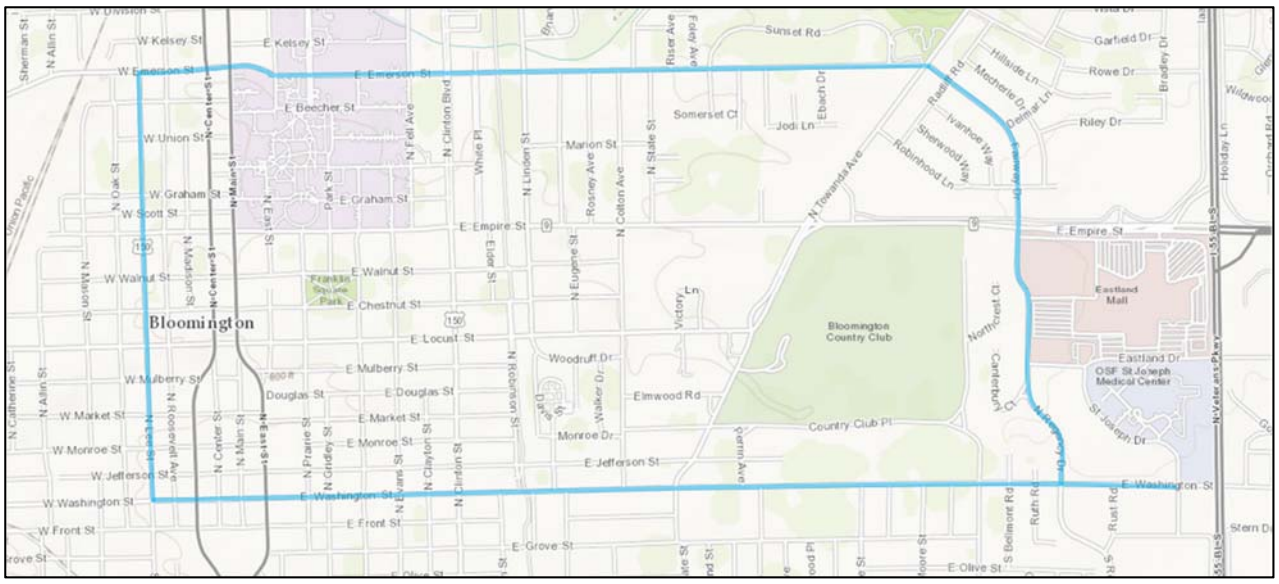
Advocates have pointed to federal guidelines on "road diets" which show that Washington Street's traffic volume may be low enough that moving to a single through vehicle lane in each direction may not have a significant impact on travel times or vehicle throughput. Multiple sections of this amendment would require removing one through lane in each direction. These sections see 9,200 to 11,300 vehicles per day (vpd). The Federal Highway Administration's guidelines state that a roadway with 20,000 vpd or less may be a good candidate for a road diet and should be evaluated for feasibility. However, other factors need to be considered as well.

On April 24, 2017, the Bloomington City Council adopted a Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan. City staff took the following steps prior to submitting the amendment to the Bloomington Planning Commission and the Bloomington City Council:

- Beginning on May 15, 2017 the Public Works Department and Bike BloNo collaborated on building and monitoring temporary bike lanes on Washington St from Kreitzer Ave to Mercer Ave
- Sent out letters to residents who live along Washington St
- Held two public meetings with residents, business owners, and those who use Washington St to ensure the plan has public support
    - May 23, 2017 at Washington Elementary School
    - June 13, 2017 at the McLean County Museum of History

On June 14, 2017, the Bloomington Planning Commission approved a motion recommending the Bloomington City Council adopt a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan.

Washington Street could be a critical connection to many important community destinations. The inclusion of Washington Street in this Master Plan creates a “rectangle” of roadways for bicycles to use through the City. Regency Drive, Fairway Drive, Emerson Street, and Lee Street are already identified in this master plan as key projects. Staff has indicated that the plan is to implement the Regency & Fairway portions of this plan as soon as budget allows resurfacing of these two streets. IDOT approval is also necessary for the Empire Street/Fairway Drive intersection.



Public Input

- **Letters, E-mails, Phone Calls, and Petitions**

- **Open House Meetings:** Public Works, with assistance from Bike BloNo, held two public open houses to allow interested individuals, groups, and involved agencies to discuss the potential impacts of the Bicycle Master Plan amendment.

    - The first open house was held on May 23, 2017 from 5:00 PM to 7:00 PM at Washington Elementary School. Stakeholders were notified of this via mail, press release, and temporary changeable message signs set up a week prior to the installation of the temporary bicycle lane. 34 people signed in to the meeting, and 26 people submitted comment cards.

    - The second open house was held on June 13, 2017 from 4:00 PM to 6:00PM at the McLean County Museum of History. Stakeholders were notified of this via mail and press release. 20 people signed in to the meeting, and 15 people submitted comment cards.

- **Bloomington Planning Commission Meeting:** Public Works presented the draft proposal, along with public comments, to the Bloomington Planning Commission on June 14, 2017. The Commission approved a motion recommending the City Council adopt a Resolution to amend the 2015 City of Bloomington Bicycle Master Plan

Temporary (Pop-Up) Bicycle Lane Results

Public Works, in partnership with Bike BloNo, installed temporary bicycle lanes on Washington Street, from Kreitzer Avenue to Mercer Avenue, to be used during and following the McLean County Regional Planning Comission's Good To Go Commuter Challenge. The temporary bicycle lanes were installed the evening of Sunday, May 14th and were completed in time for the morning commute on Monday, May 15th. The commuter challenge ran through Friday, May 21st, but the temporary lanes stayed in place until they faded and could no longer be seen.

The Engineering Division monitored bicycle traffic on Washington Street one week before the temporary bicycle lane was installed, which was also the week before the Good to Go Commuter Challenge. A total of 26 bicyclists traveled on Washington Street in one day. Of those 26 bicyclists, four used the road traveling westbound and one used the road traveling eastbound. In addition, 10 bicyclists used the sidewalk traveling westbound and 11 used the sidewalk traveling eastbound.

Figure 6.3. Temporary Bicycle Lane on Washington St at Vale St

One week later, the Engineering Division again monitored bicycle traffic on Washington Street. This was after Bike BloNo volunteers, with help from Public Works, installed temporary bicycle lane markings and after the Good To Go Commuter Challenge started. A total of 48 bicyclists traveled on Washington Street in one day. Of those 48 bicyclists, 11 used the combined parking and bicycle lane traveling westbound, and 10 used the bicycle lane traveling eastbound. One bicycle rider traveling eastbound used the road rather than using the bicycle lane. In addition, 13 bicyclists used the sidewalk traveling westbound, and 13 bicyclists used the sidewalk traveling eastbound.

Figure 6.4. Bike Count Before Markings

Totals Before Lane and Good to Go				
West		**East**		
Road	Sidewalk	Road	Sidewalk	**Total**
4	10	1	11	**26**

Figure 6.5. Bike Count with Temporary Markings

Totals After Lane and Good to Go						
West			**East**			
Lane	Road	Sidewalk	Lane	Road	Sidewalk	**Total**
11	**0**	**13**	**10**	**1**	**13**	**48**

One of the issues noted by Public Works and Planning and Code Enforcement (PACE) is that traffic was reluctant to abide by the lines drawn as part of this project. It should be noted that the chalk lines were not reflective and were difficult to see, especially when the sun was shining directly on the lines. However, permanent pavement marking will eliminate this issue when the lines are made permanent.

Understanding the Additional Recommended Projects 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 for Washington Street from Lee Street to St. Joseph Drive by road name. 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 4.3. Additional Recommended Projects

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Washington	Lee	Madison	Bike Lanes (road diet)	N/A	High
Washington	Madison	East	Bike Lanes (road diet)	N/A	High *[IDOT]*
Washington	East	McLean	Bike Lanes (road diet, one buffered bike lane)	N/A	High
Washington	McLean	Clayton	Buffered Bike Lanes (road diet, remove two drive lanes)	N/A	High
Washington	Clayton	Robinson	Bike Lanes (road diet, remove one drive lane)	N/A	High *[IDOT]*
Washington	Robinson	Towanda	Buffered Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High
Washington	Towanda	State	Bike Lanes (road diet, remove one drive lane, one buffered bike lane)	N/A	High
Washington	Towanda	Kreitzer	Shared Lane Markings	N/A	High
Washington	Kreitzer	Mercer	Buffered Bike Lane (road diet, add parking lane)	N/A	High
Washington	Mercer	Regency	Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High
Washington	Regency	St. Joseph	Bike Lanes (road diet, remove two drive lanes, add center turn lane)	N/A	High

REGULAR AGENDA 9B

GROSSINGER MOTORS ARENA FISCAL YEAR 2017 ANNUAL REPORT PRESENTATION

BLOOMINGTON
COLISEUM

2016-2017
Annual Report

Community Involvement

- Normal Community, Normal West Community and Bloomington High School graduation ceremonies in May, 2016
- Back to School Alliance Backpack distribution in August, 2016
- Just Animals Wellness Clinic, local Job Fair and the City Used Equipment Garage Sale all took place in August, 2016
- November brought the opening of the Downtown Business Association's Indoor Farmer's Markets that took place monthly at the Coliseum as well as the Community Healthcare Fundraiser
- Red Cross hosted a Blood Drive in December
- The Special Olympics benefitted from a fundraiser by the Bloomington Police and Fire Departments in the annual Guns 'n Hoses charity hockey game in March
- In April the City Wellness Fair as well as the Normal West Community High School Graduation Rehearsal and luncheon were hosted
- From September through April, more than 100 days of ice rentals that overflowed from the very busy Pepsi Ice Center so that hundreds of youth and adult hockey league games could be held

Financial Performance

- For the fiscal year ended April 30, 2017, VenuWorks reports a variance of -$226,519 in Net Ordinary Income compared to the FY budget
- Two key factors are the unrenewed name sponsorship agreement that ended in FY2016 and the lower than anticipated suite sales due to a newly instated VenuWorks policy to limit trade agreements in the form of usable goods, equal monetary value which benefit the Coliseum
- These two factors alone account for $303,002 of the budget deficit
- Event Related Income was on target compared to budget with $1,565,805 in income
- We saw improvement in F & B sales at all events, culminating in the highest sales of the year at the Chris Stapleton concert on April 29 with more than $125,000 in gross sales
- Streamlining full-time staff positions throughout the course of the year brought FT payroll in under budget by nearly $200,000
- Overall, expenses came in under FY17 budget by nearly $96,000
- Variances declined steadily over the final six months of the fiscal year ending on a positive note with $28,373 over net ordinary income budget in the fourth quarter

Economic Impact

- The fundamental purpose of the Coliseum is to enhance the quality of life in the City of Bloomington by providing a gathering place for cultural, recreational, educational and entertainment events.
- The Coliseum creates outstanding guest experiences while remaining fiscally responsible and contributing to the economic development of the City of Bloomington and the surrounding region.
- While facilities of this nature typically run with an operating deficit, there is ultimately a greater good provided to the residents within the community. During FY17, the Coliseum welcomed 159,746 guests over 207 event days.
- Many of these attendees and suppliers purchased meals, drove retail spending and purchased lodging and entertainment within Bloomington, Illinois.
- In combination with operating cost of goods/services purchased for events and wages for both part-time and full-time employees, the Coliseum's economic impact to the community is estimated to have been $11,206,543 during the fiscal year.
- To date, the Coliseum has generated more than $150 million in economic impact to the community.

Improvements and Capital Expenditures

Safety and Security Improvements

Expanding metal gates that were in place over the entrance doors, creating a potential safety hazard and a fire code violation, were immediately removed and all doors now can be opened safely from the inside with push bars in case of emergency

An improved fall arrest system was purchased and installed providing our union stagehands a safer environment to work at height

Capital Expenditures

New concessions carts were purchased to increase the number of sales points throughout the concourses

A new Point of Sale system was purchased, installed and training was completed for all food and beverage employees to provide better, more accurate reporting as well as speedier service

Improved quality of the menu items, often working with local suppliers

Installation of new video menu boards and upgraded menu selections

Goals and Updates for FY18

- The highest priority will be the updates to the building required to meet code for the Americans with Disabilities Act. New ramps and a passenger elevator will be added for guests in wheelchairs and other disabilities that prevent easy access to all levels of the building. These improvements will take place over the next two years
- Refurbishment or replacement of the hockey dasher boards and glass system. The current system needs repair at minimum and possible replacement if repairs are cost prohibitive due to the age of the current system and newer technology that provides safer play for our hockey players
- Refurbishing the basketball court that has been unused for the last couple of years. This court will be used for games played by the Midwest Men's Professional Basketball Association and potentially other men's and women's high school and collegiate basketball games
- The Food and Beverage department is tweaking their menus and adding new items to keep our concession and catering options fresh and unique. Again expanding the local flavor to the building so we are buying locally as much as possible and creating additional reasons for fans to eat and drink at the arena
- We plan to revitalize some underutilized areas of the arena, such as the Restaurant and the Bud Light Lounge, for both event days and non-event opportunities. Additionally, we plan to update the décor, seating and lighting in both areas
- We have secured a naming rights agreement with a local company that will enhance the profile of the arena, provide annual revenue and opens the door for additional sponsorships. This new sponsorship will also foster a newly designed website, social sites, logos, staff uniforms, and exterior and interior signage

Thank you for your continued support

Grossinger MOTORS

A R E N A

Volkswagen

LINCOLN

SUBARU

VOLVO

2016-2017

Annual Report

Table of Contents:

Coliseum Mission Statement ..... Page 3

Message from the Executive Director ..... Page 4

Coliseum Organizational Chart ..... Page 5

Community Involvement ..... Page 6

Financial Performance ..... Page 7, 8

Economic Impact..... Page 9

Ticket Sales Recap ..... Page 10-12

Highlights of the Year..... Page 13-16

Improvements and Capital Expenditures ..... Page 17

A Look Ahead ..... Page 18

The 2016-2017 Annual Report is presented by the management and staff of the Bloomington Coliseum. The Coliseum opened in April, 2006 and is owned by the City of Bloomington and managed by VenuWorks. For further questions, please contact us at:

Bloomington Coliseum, 101 S. Madison Street, Bloomington, IL 61701

www.grossingermotorsarena.com | info@grossingermotorsarena.com | 309.434.2843

Founded in 1996 in Ames, Iowa, VenuWorks provides full-service venue management, food and beverage, and programming solutions to arenas, theatres and convention centers throughout the United States. Our services include, but are not limited to, operations, programming, finance & administration, food & beverage, and sales & marketing.

PROUDLY MANAGED BY VenuWorks

2016 - 2017

"The Bloomington Coliseum is focused on our mission to provide quality presentations and maximize the revenue of events at our arena for the cultural, recreational, educational and economic benefit of the residents of the City of Bloomington. We are dedicated to delivering memorable experiences for our guests while remaining fiscally responsible and contributing to the economic development of the City and the region."

PROUDLY MANAGED BY

VenuWorks

2016 - 2017

Message from the Executive Director

Lynn Cannon

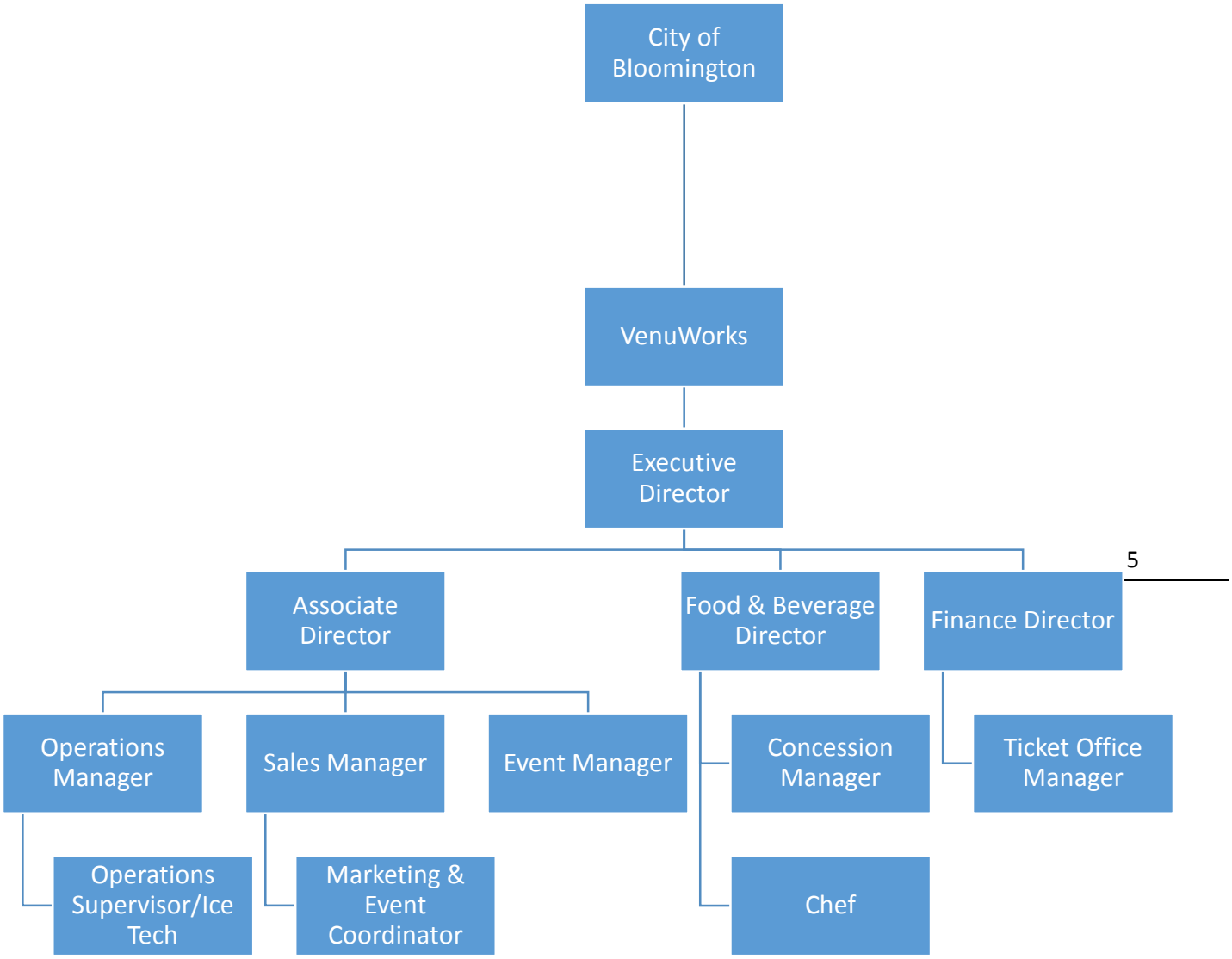
It is with integrity and transparency that we present the 2016 Annual Report for the Bloomington Coliseum, owned by the City of Bloomington. I am new to the Bloomington area and I am proud to serve as your executive director of the Coliseum. The City has a wonderful facility ideally located near the crossroads of Interstates 55 and 74 in the heart of Illinois. As the newly appointed management team at the Coliseum, VenuWorks is honored to lead the Coliseum to a new and exciting future.

During our first fiscal year in the building, there were some challenges to overcome. The rough transition between management companies, an under-utilized fall calendar and cleanliness issues needed to be addressed immediately upon entering the facility. Concessions equipment was removed and then purchased by VenuWorks on behalf of the City and had to be re-installed. Very few events were scheduled beyond the expiration of the contract with Central Illinois Arena Management which created an additional lull in concerts during the normally slow election cycle in the fall of 2016. Initial cleanliness and safety issues were addressed immediately, while an ongoing cleaning and maintenance program has been established.

Expected revenue from large ticket items such as Naming Rights, Suite and Sponsorship sales were hampered by both the lack of events and the cloud of business practice investigations that are ongoing. Attendance by the main tenant, the Bloomington Thunder was below average with many of their home games scheduled in the early part of the fall when local college and professional football dominates the public's consciousness. All of these factors contributed to a less than stellar first year.

As we look forward to the 2017-2018 fiscal year, the arena and staff will be working hard to create a new, vibrant identity for the arena, with a new named sponsor, new suite sales to local companies who look forward to entertaining clients, business associates, friends and families at our games and events, a renewed partnership with our tenant teams, the Thunder and the Edge as well as with the Bloomington-Normal Convention and Visitor's Bureau who continues to provide us with leads for sporting events from around the region. We expect to continue to maximize our economic impact to the community with our events and support the economic growth of the City of Bloomington.

Organizational Chart

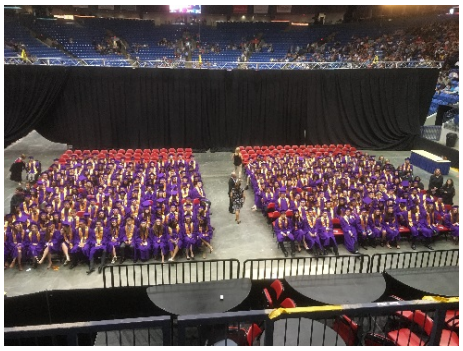


PROUDLY MANAGED BY VenuWorks

Community Involvement

The Coliseum hosted many events last year that involved the community and provided benefit to community members. In May, the Coliseum hosted graduation ceremonies for three local high schools. On August 9, the Back to School Alliance handed out several hundred school backpacks filled with school supplies for children returning to school in the fall.

The Just Animals Wellness Clinic took place on Saturday, August 20, a local Job Fair on August 23 and the City of Bloomington held its annual Used Equipment Sale on Saturday, August 27.



November brought the Downtown Business Association Indoor Farmer's Market back to the Coliseum on one Saturday every month through April. A Community Healthcare Clinic was held on November 10 and a Blood Drive on December 16.

A fundraiser for the Special Olympics was held on March 4 as the Bloomington Police and Fire Departments faced off in their annual Guns 'n Hoses Hockey game. April brought us a City of Bloomington Luncheon, the City Wellness Fair and graduation rehearsal for the Normal Community High School.

Throughout the fall and winter, the Coliseum hosted more than 100 days of ice rentals that over flowed from the Pepsi Ice Center, providing valuable ice time for hundreds of players and skaters of all ages.

Financial Performance

For the fiscal year ended April 30, 2017, VenuWorks reports a variance of -$226,519 in Net Ordinary Income compared to the FY budget. VenuWorks officially became the operator of the facility on July 1, 2016. Many factors contributed to the variance from budget in overall performance. However, two key factors are the unrenewed name sponsorship agreement that ended in FY2016 and the lower than anticipated suite sales due to a newly instated VenuWorks policy to limit trade agreements in the form of usable goods, equal monetary value which benefit the Coliseum. Several previous suite holders declined to renew under the new conditions. **These two factors account for $303,002 of the budget deficit.**

Event Related Income was on target compared to budget with $1,565,805 in income. Food and Beverage sales steadily improved over the course of the year despite some challenges when a new Point of Sale system was implemented. As the system became more reliable and the staff more proficient in using it, VenuWorks saw improvement in sales at all events, culminating in the highest sales of the year at the Chris Stapleton concert on April 29 with more than $125,000 in food and beverage sales.

Streamlining full-time staff positions throughout the course of the year brought FT payroll in under budget by nearly $200,000. While event staff labor appears over budget, when offset by the reimbursed wages that expenditure drops to only $64,561 over budget. This number is expected to drop in FY18 as staffing levels become more accurate and maintenance and housekeeping turn to general upkeep rather than deep cleaning and repair work.

By January 2018, a new Executive Director and new Finance Director were hired at the Coliseum which brought in fresh leadership and streamlined financial processes that have improved the accountability and reporting of the building's activities. Variances declined steadily over the final six months of the fiscal year ending on a positive note with $28,373 over net ordinary income budget in the fourth quarter.

Financial Performance

Bloomington Coliseum Profit & Loss
May 1, 2016 through April 30, 2017

Income	Actual	Budget	(Over) Under
Building Rent & Co-Pro	921,758	805,000	(116,758)
Event Related Income	271,436	309,450	38,014
Reimbursed Wages	194,985	119,900	(75,085)
Other Event Income	177,627	311,785	134,158
Suites & Other Revenue	181,357	307,739	126,382
Sponsorships & Advertising	231,175	322,500	101,325
Food & Beverage Income	928,027	1,069,334	141,307
Cost of Goods Sold	(267,660)	(289,999)	(22,339)
Gross Profit	2,638,705	2,955,709	317,004
Expenses			
Personnel	1,683,042	1,594,079	(88,963)
General & Administrative	64,480	121,318	58,155
Occupancy	550,357	850,290	299,933
Travel	47,930	36,320	(11,610)
Services & Operations	239,464	468,457	227,418
Event Expenses	726,950	332,244	(389,239)
Total Expense	3,312,223	3,402,708	95,694
Net Ordinary Income	(673,518)	(446,999)	226,519

PROUDLY MANAGED BY VenuWorks

Economic Impact

Summary of Estimated FY17 Economic and Fiscal Impact

The fundamental purpose of the Coliseum is to enhance the quality of life in the City of Bloomington by providing a gathering place for cultural, recreational, educational and entertainment events. The Coliseum creates outstanding guest experiences while remaining fiscally responsible and contributing to the economic development of the City of Bloomington and the surrounding region.

While facilities of this nature typically run with an operating deficit, there is ultimately a greater good provided to the residents within the community. During FY17, the Coliseum welcomed 159,746 guests over 207 event days. Many of these attendees and suppliers purchased meals, drove retail spending and purchased lodging and entertainment within Bloomington, Illinois. In combination with operating cost of goods/services purchased for events and wages for both part-time and full-time employees, the Coliseum's economic impact to the community is estimated to have been $11,206,543 during the fiscal year.

Total Attendance	159,746
Daily Average spending for meals, retail purchases, Entertainment, travel and suppliers*	4,073,523
Overnight Daily Average spending for overnight event For meals, retail purchases, entertainment, travel, suppliers*	4,992,063
Wages – Full and Part-Time	1,683,042
Cost of Goods Sold	267,660
Contracted Services, Equipment Repair, Maintenance and Supplies	95,718
Advertising of Third Party Events	94,537
Sub-Total of Estimated Economic Impact	**11,206,543**

Sources:

-B/N CVB Calculation: Events & Conventions – Overnight = # of attendees x 25% x $125
Daytime = # of attendees x 75% x $34

PROUDLY MANAGED BY VenuWorks

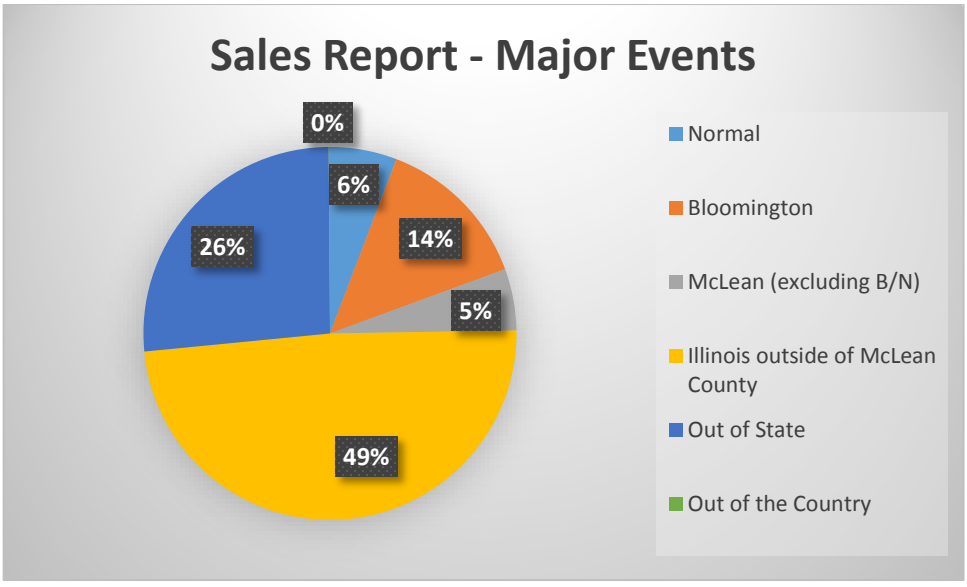
Ticket Sales Recap – May ’16-April ‘17

Ticketmaster, the Coliseum’s exclusive ticket provider, provides analytic data on ticket sales for the events at the Coliseum. Ticket sales data is tracked when a ticket is purchased through the internet at ticketmaster.com and over the phone through Ticketmaster’s toll free charge by phone number. Tickets sold at the Coliseum box office are not included in this report.

An analysis of tickets purchased outside of the box office for FY17 for major ticketed events such as concerts, WWE, Ice Racing and Sesame Street Live has provided the following information. This report is focused on only 13 events, excluding sporting events, with a total of 32,699 tickets sold.

- 14% of total ticket sales were made in Bloomington, IL while 6% were made in Normal, IL.
- 49% of total sales were made in the state of Illinois, outside of McLean County.
- Tickets were also purchased in 46 of 50 states and in Washington, DC.
- Tickets were also purchased in three provinces in Canada.

Total data shows that 80% of all tickets purchased to major ticketed events at the Coliseum were purchased outside of Bloomington/Normal and 75% of all tickets were purchased outside of McLean County.



BLOOMINGTON COLISEUM

Cumulative Sales Report – 13 Major Events

May, 2016 – April, 2017

Location	
Normal	1,899
Bloomington	4,448
McLean (excluding B/N)	1,745
Illinois outside of McLean County	15,927
Out of State	8,644
Out of the Country	36
Total	32,699

Alabama	24	Mississippi	5
Arkansas	14	North Carolina	201
Arizona	467	North Dakota	36
California	944	Nebraska	140
Colorado	178	New Hampshire	13
Connecticut	190	New Jersey	510
District of Columbia	18	New Mexico	19
Delaware	3	Nevada	65
Florida	477	New York	696
Georgia	152	Ohio	576
Hawaii	7	Oklahoma	57
Iowa	424	Oregon	42
Idaho	27	Pennsylvania	365
Illinois	24,019	Rhode Island	21
Indiana	401	South Carolina	5
Kansas	146	South Dakota	39
Kentucky	94	Tennessee	94
Louisiana	38	Texas	286
Massachusettes	216	Utah	10
Maryland	149	Virginia	276
Maine	29	Washington	264
Michigan	108	Wisconsin	324
Minnesota	203	West Virginia	8
Missouri	283	Canada	36

11

PROUDLY MANAGED BY VenuWorks

COMPETITIVE MARKET

The Bloomington Coliseum is located in a very competitive Central Illinois market. Competition from venues such as the newly re-opened State Farm Center in Champaign, the Peoria Civic Center and even from venues in Springfield such as the Bank of Springfield Center and the State Fair has impacted the ability to book shows here in Bloomington. The State Farm Center in particular added several million dollars in improvements and increased seating capacity for their arena this past year. Maximum concert capacity for the Coliseum is approximately 7,600 while similar arenas in the area can hold far more in attendance and often that difference in potential gross revenue is the reason shows will choose to play the other venues. Our best assets includes the relationships we have built throughout the years with the promoters and agencies for touring acts, the professionalism and willingness to work with tours at the arena during their shows and the awesome response by the fans and guests of the arena when shows are announced and tickets go on sale.

Comparing Venues – Central Illinois Market*

Venue Name	Capacity	Number of Shows May '16-Apr '17
State Farm Center, Champaign	15,200	15
Peoria Civic Center	11,330	14
Bloomington Coliseum	7,600	13
Illinois State Fair, Springfield	Not reported	11

*Data compiled from PollstarPro website

Comparing Other VenuWorks Venues – Midwest Markets

Venue Name	Capacity	Number of Shows May '16-Apr '17
US Cellular Center, Cedar Rapids, IA	9,000	20
Ford Center, Evansville, IN	10,900	21
Hartman Arena, Wichita, KS	7,300	9

PROUDLY MANAGED BY VenuWorks

Highlights

Major Tenants – Hockey and Football

- Bloomington Thunder played 30 home season games at the Coliseum this year, unfortunately they missed the playoffs. Their season was fun and exciting for fans as the players fought to earn scholarship offers from NCAA Division 1 teams around the country. Attendance was down this year, but was steadily improving near the end of the season. They look to build from that momentum this off-season with Season Ticket packages already available.
- Bloomington Edge played six home games and made the playoffs. Unfortunately their season ended in the first round in Omaha, Nebraska. Exciting entertainment for fans of all ages, the Edge are also busy getting ready for next season.
- Illinois State University Hockey played 13 of their home games here last year. The students and fans who attended were treated to excellent collegiate hockey in the large arena atmosphere.

Community Events

- The Downtown Bloomington Association's Annual Thanksgiving Market kicked off the first of six indoor farmer's markets on the main coliseum floor in November. Local farmers, vendors and artists sell products at this monthly event.
- Illinois High School Association Competitive Cheer State Finals once again took over the arena on the first weekend in February with more than 13,000 fans enjoying the two-day competition.
- IHSA Competitive Dance Finals renewed their contract for another five years and continues to draw additional fans every year. This two-day competition took place the last weekend in January.
- IHSA Dual Team Wrestling Finals returned again in mid-February for their annual event.
- The Back to School Alliance brought in more than 3,000 students in August, who received school backpacks filled with supplies for their school year.
- The Christian Congregation of the Jehovah's Witnesses hosted two convention weekends in June and early July. This extremely beneficial relationship with the organization brings thousands of attendees to the Bloomington-Normal market for three consecutive days each year, filling hotel rooms in the area.

Concerts and Special Events

- The Coliseum hosted multiple concerts this past year, including some in half house or "theatre-style" set ups. Sold out shows by Keith Urban in November and Chris Stapleton in April lead the very exciting concert line-up that included Boston, "I Love the 90's," Rob Zombie, the Steve Miller Band, Mannheim Steamroller, Justin Moore and Lee Brice, and Brantley Gilbert.
- World Championship ICE Racing came back for another year after taking one year off from this venue. Local riders compete on the short oval ice track complete with jumps, fireworks and thrills for fans of all ages.
- Sesame Street Live brought their show "Elmo Makes Music" to the Coliseum in March, thrilling the youngsters with song and dance from their most famous characters including Elmo, Big Bird, Cookie Monster and friends.
- WWE Live! hit the mat in March as well and fans of this unique brand of entertainment were happy to see their favorite wrestlers up close and in person during a very entertaining and physical show.

Justin Moore – Lee Brice Concert, February 11, 2017

Keith Urban, November 12, 2016

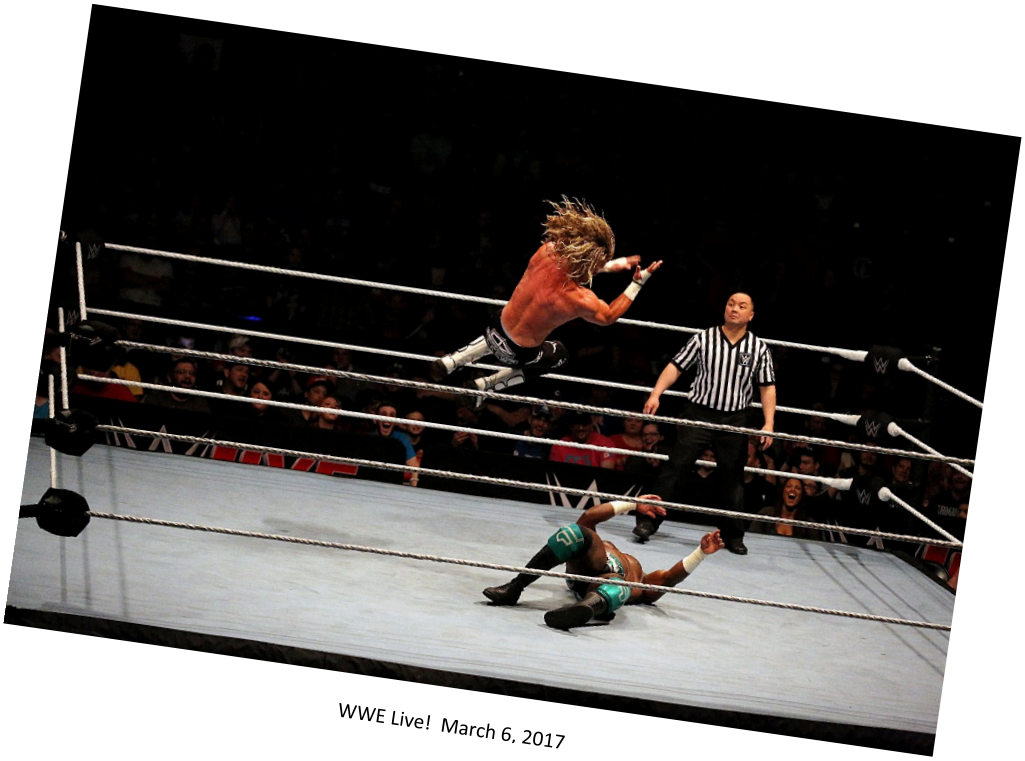
Mannheim Steamroller, December 1, 2016

SOLD OUT Chris Stapleton, April 29, 2017

Rob Zombie, May 18, 2016

PROUDLY MANAGED BY VenuWorks

Sesame Street Live "Elmo Makes Music" March 1, 2017



WWE Live! March 6, 2017

Improvements and Capital Expenditures

Since taking over operations of the Coliseum in 2016, VenuWorks has worked diligently to update and improve the aesthetics and safety of the arena. Some of these changes were easily accomplished, others took time and effort and continue to evolve yet today. Overall, our goal is to provide a safe, clean, inviting space for guests to enjoy an evening or afternoon of entertainment. Some of the changes that were accomplished in FY17 are detailed below.

Safety and Security Improvements

Expanding metal gates that were in place over the entrance doors, creating a potential safety hazard and a fire code violation, were immediately removed and all doors now can be opened safely from the inside with push bars in case of emergency. An improved fall arrest system was purchased and installed providing our union stagehands a safer environment to work at height. We updated all Safety Data Sheets for chemicals and solutions used in the arena as required by OSHA.

Aesthetic Improvements

The arena seating area was thoroughly scrubbed clean, dasher boards were cleaned, seats were scrubbed and checked for anchoring bolts to be secured. Throughout the arena, painting was done to provide a cleaner, more pleasing look. Although the storage areas are still limited, the basketball floor was stacked with pallets to provide additional space in the storage areas.

Capital Expenditures

Food and Beverage sales are often the backbone of the public assembly facility's revenue stream and VenuWorks, in conjunction with the City, focused on providing the best opportunities for increased food and beverage revenue this year. New carts were purchased to increase the number of sales points throughout the concourses. A new Point of Sale system was purchased, installed and training was completed for all food and beverage employees to provide better, more accurate reporting as well as speedier service. Our Director of Food and Beverage improved the quality of the menu items, often working with local suppliers. We installed new video menu boards and upgraded the menu selections for our guests. These changes helped provide better service and lead to a record food and beverage sales day at the SOLD OUT Chris Stapleton concert grossing over $125,000!

Goals and Updates for FY18

As we head into the upcoming fiscal year, we have a few capital improvement projects that will take priority as they are a matter of safety, while others that will be a priority for aesthetic improvements and to improve our financial viability.

The highest priority will be the updates to the building required to meet code for the Americans with Disabilities Act. New ramps and a passenger elevator will be added for guests in wheelchairs and other disabilities that prevent easy access to all levels of the building. These improvements will take place over the next two years.

We are seeking advice and bids for refurbishment or replacement of the hockey dasher boards and glass system. The current system needs repair at minimum and possible replacement if repairs are cost prohibitive due to the age of the current system and newer technology that provides safer play for our hockey players.

We are in the process of refurbishing the basketball court that has been unused for the last couple of years. This court will be used for games played by the Midwest Men's Professional Basketball Association and potentially other men's and women's high school and collegiate basketball games.

The Food and Beverage department is tweaking their menus and adding new items to keep our concession and catering options fresh and unique. Again expanding the local flavor to the building so we are buying locally as much as possible and creating a reason for fans to eat and drink at the arena.

We are securing a naming rights contract with a company that will enhance the profile of the arena, provide annual revenue and opens the door for additional sponsorships. This new sponsorship will also foster a newly designed website, social sites, logos, staff uniforms, and exterior and interior signage.

We plan to revitalize some underutilized areas of the arena, such as the Restaurant and the Bud Light Lounge, for both event days and non-event opportunities. Additionally, we plan to update the décor, seating and lighting in both areas.

REGULAR AGENDA ITEM NO. 9C

FOR COUNCIL: July 10, 2017

SUBJECT: Consideration of approving a Resolution Recognizing the Importance of the Immigrant Community in the City of Bloomington.

RECOMMENDATION/MOTION: That the Resolution Recognizing the Importance of the Immigrant Community in the City of Bloomington be adopted and the Mayor and City Clerk authorized to execute same.

STRATEGIC PLAN LINK: Goal 4 – Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective: a: Residents feeling safe in their homes and neighborhoods.

BACKGROUND: The City of Bloomington has a diverse population, with many immigrants contributing to the business, education and social environment of the community. To help welcome this population, a resolution has been proposed reiterating the City's policy of openness and inclusion. The resolution does not contemplate or enact any policy that is counter to the law, nor does it make the City of Bloomington a "sanctuary" City. Rather, the resolution provides a reminder that the City values its diverse population and that the Bloomington Police Department is working hard to build relationships with all populations in the community. The Police Department cooperates with federal authorities on immigration issues as needed, but its primary focus is on meeting the local law enforcement needs of the community and ensuring the safety of all.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: N/A

FINANCIAL IMPACT: N/A

COMMUNITY DEVELOPMENT IMPACT: N/A

Respectfully submitted for Council consideration.

Prepared by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

Tari Renner

Tari Renner

Mayor

Attachments:

- A Resolution Recognizing the Importance of the Immigrant Community in the City of Bloomington

RESOLUTION NO. 2017 -

A RESOLUTION RECOGNIZING THE IMPORTANCE OF THE IMMIGRANT COMMUNITY IN THE CITY OF BLOOMINGTON

WHEREAS, the City of Bloomington ("City") is a home-rule municipality operating in McLean County, Illinois; and

WHEREAS, the City of Bloomington is a diverse community and stands by the famous and proud proclamation on the Statute of Liberty: Give me your tired, your poor, your huddled masses yearning to breathe free, the wretched refuse of your teeming shore. Send these, the homeless, tempest-tost to me, I lift my lamp beside the golden door!; and

WHEREAS, the diversity of the City helps make it the Jewel of the Midwest and adds to the cultural, social and economic engines of the community; and

WHEREAS, the provision of municipal benefits, services, and opportunities is not contingent on matters related to citizenship or immigration status unless required by state or federal law, or court order; and

WHEREAS, the Bloomington Police Department responds to requests from immigrant communities to defend them against all crimes, including hate crimes, to assist people with limited language proficiency and to connect immigrants with social services; and

WHEREAS, the Bloomington Police Department has worked tirelessly to develop a Community Policing program to build relationships with all populations within the community and help set the foundation for a safer and stronger community; and

WHEREAS, the Bloomington Police Department acts without prejudice in defending persons against crimes; and

WHEREAS, it is the policy of the City and its Police Department to process in a timely manner certification requests by victims of a qualifying criminal activity; and

WHEREAS, the City and its Police Department is committed to working with community advocates, policy experts, and legal advocates regarding immigration issues; and

WHEREAS, the Mayor and Bloomington City Council desire to set forth a policy of openness and inclusion and approve this resolution in support of the City's strong and vibrant immigrant community.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington, County of McLean, State of Illinois that the City of Bloomington is committed to being a welcoming community where all our residents feel welcome, safe, and able to fully participate in, and contribute to, our City's economic and social life. We urge all residents of Bloomington to do their part in reaching out and welcoming all those who live in and visit our great city.

ADOPTED this ____ day of July, 2017.

APPROVED this _____ day of July, 2017.

CITY OF BLOOMINGTON ATTEST

_____

Tari Renner, Mayor Cherry L. Lawson, City Clerk