

**JOINT MEETING  
LAND USE and DEVELOPMENT COMMITTEE  
and  
TRANSPORTATION COMMITTEE**

**Wednesday, January 25, 2006  
5:00 P.M.  
Government Center, Room 400  
115 East Washington Street  
Bloomington, Illinois**

**AGENDA**

- I. Call to Order - Chairman "Duffy" Bass, Transportation Committee
- II. Roll Call and Introductions
  - A. Land Use and Development Committee – Chairman George Gordon
  - B. Transportation Committee – Chairman "Duffy" Bass
- III. Items to be Presented for Information:
  - A. Overview and Background of Planning for an East Side Highway Corridor – Mr. Jack Mitchell, County Engineer
    - 1. County Comprehensive Plan – adopted 1994
    - 2. Mitsubishi Motorway Corridor – adopted 1997
    - 3. County Comprehensive Plan – adopted 2000
    - 4. Traffic Study Data for Veterans Parkway and Towanda-Barnes Road
  - B. Overview of County Zoning in the proposed East Side Highway Corridor – Mr. Phil Dick, Director, Building and Zoning
    - 1. Agricultural Restrictions and Requirements
    - 2. Pre-Annexation Agreements – Bloomington and Normal
  - C. Overview of the Intergovernmental Agreement – Mr. Brian Hug, Assistant State's Attorney
    - 1. Proposed Moratorium vs. Issue of "Takings"
    - 2. Terms and Conditions included in the Agreement
  - D. Presentation by the City of Bloomington and Town of Normal
    - 1. City of Bloomington – Mr. Tom Hamilton, City Manager and Mr. Doug Grovesteen, City Engineer
    - 2. Town of Normal – Mr. Mark Peterson, City Manager and Mr. Mike Hall, City Engineer
  - E. Public Comment
- IV. Other Business and Communication
- V. Adjourn

RESOLUTION  
Amending the Comprehensive Plan for the Development  
of the Community of McLean County

WHEREAS, the McLean County Board recognized the need for a comprehensive and coordinated approach to effectively manage future growth and development in order to minimize adverse effects on the environment and to maximize resources and opportunities to enhance the quality of life in the County; and

WHEREAS, the Comprehensive Plan for the Development of the Community of McLean County was adopted by the McLean County Board on the 18th day of October, 1994, after public hearing and affirmative recommendation by the Land Use and Development Committee of the McLean County Board; and

WHEREAS, the Land Use and Development Committee and the Transportation Committees of the McLean County Board have reviewed a proposed amendment to the said Comprehensive Plan which would indicate the proposed alignment for the extension of Mitsubishi Motorway from Illinois Route 9 south to the interchange for Interstate Route I-55 at Shirley, Illinois; and

WHEREAS, the said committees jointly recommended that a public hearing be held by the Land Use and Development Committee on said proposed amendment to the Comprehensive Plan and such public hearing was held on February 6, 1997; and

WHEREAS, the Illinois Compiled Statutes, Chapter 55, Section 5/5-14004 provides that if a comprehensive plan is in effect in a county of less than 500,000, and if the said plan is amended so that it sets out the centerline location and right-of-way width of planned major streets in unsubdivided land or if such plan sets out the future location of planned major streets in unsubdivided land, the County Board, upon adoption of such amendment to the said Comprehensive Plan, may by resolution of record, forbid the construction of buildings in the right-of-way of such planned streets; and

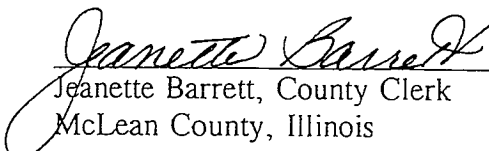
WHEREAS, the Land Use and Development Committee, after considering all the testimony concerning the proposed amendment to the Comprehensive Plan, is recommending that the Comprehensive Plan for the Development of the Community of McLean County be amended to indicate the proposed alignment of the Mitsubishi Motorway as recommended by the said Hanson Engineers, Inc.; now, therefore,

BE IT RESOLVED by the County Board of McLean County that the amendment to the Comprehensive Plan for the Development of the Community of McLean County is hereby approved to show the future alignment of the proposed extension of the Mitsubishi Motorway from Illinois Route 9 south to the interchange of Interstate Route I-55 at Shirley, Illinois and thereby forbids construction of buildings in the right-of-way of such planned street according to law.

Adopted by the County Board of McLean County, Illinois this 18th day of February, 1997.

ATTEST:

APPROVED:

  
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Jeanette Barrett, County Clerk  
McLean County, Illinois

  
\_\_\_\_\_  
Gary C. Riss, Chairman  
McLean County Board

2004-41 (Bloomington)

**JOINT RESOLUTION OF SUPPORT FOR FURTHER STUDY OF LONG-RANGE  
TRANSPORTATION NEEDS ON THE EAST AND SOUTH SIDES OF THE  
BLOOMINGTON-NORMAL URBAN AREA**

WHEREAS the City of Bloomington, Town of Normal and County of McLean, hereinafter referred to as the Local Governments, recognize the need to provide safe, reliable and efficient transportation systems to support community and economic development for the benefit of citizens of their respective jurisdictions; and

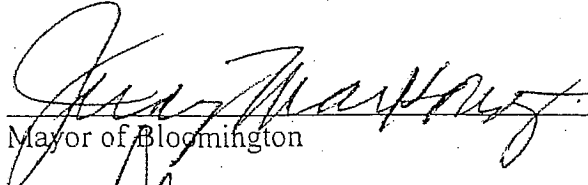
WHEREAS the Local Governments recognize a potential, long-range need for additional transportation capacity to serve the east and south sides of the Bloomington-Normal urban area; and

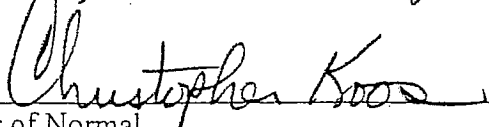
WHEREAS additional study will be required to determine specific types and possible locations of potential future transportation facilities; and

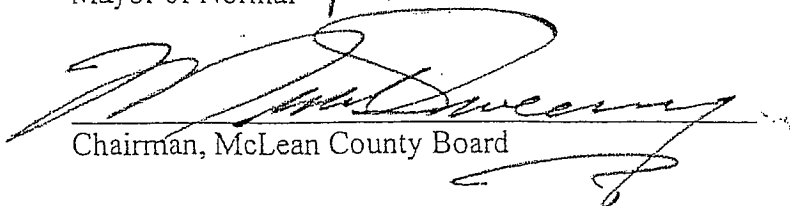
WHEREAS the cost of said additional study has been estimated to fall into the range of eight to ten million dollars (\$8-\$10 million);

NOW THEREFORE, be it resolved by the Board and Councils of these Local Governments to request that the Illinois Department of Transportation undertake a study of the long-range transportation needs on the east and south sides of the Bloomington-Normal urban area, and that study include preliminary engineering to evaluate any and all alternatives which may be identified through this continued planning process, including additional evaluation of alternatives identified in the Final Report on the East Side Corridor Study, Bloomington-Normal, Illinois.

BE IT FURTHER RESOLVED to jointly pursue State and Federal funding assistance in the amount needed to finance the cost of said study.

  
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Mayor of Bloomington

  
\_\_\_\_\_  
Mayor of Normal

  
\_\_\_\_\_  
Chairman, McLean County Board

**McLEAN COUNTY REGIONAL COMPREHENSIVE PLAN**  
**A Guide To Sensible Growth Through Regional Cooperation**

Prepared By

McLean County Regional Planning Commission

In Cooperation With

The Citizens and Local Units of Government of McLean County

McLean County Regional Planning Commission  
211 West Jefferson  
Bloomington, Illinois 61701  
(309) 828-4331

August, 2000

**Table 8.4**  
**Evaluation Of Priority 3 Strategies For Transportation**  
 Mclean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Intermodal connectivity	Provides coordinated routing and provision of facilities and structures as needed to enable the efficient intermodal transfer of people and freight. Structures may include intermodal terminals. Facilities may include bicycle racks and parking along other transportation routes or terminals.	Encourages use of alternative modes of transportation. Integrated transportation system can enhance region's competitive position.	Requires coordination and cooperation among numerous service providers. Land use patterns and intensities may not compliment or support connectivity or transfer. Costs of structures and facilities.
Traffic volume analysis	Utilizes traffic volume data, projections and other relevant information to determine the need to improve roads to collector status.	Helps ensure timely construction of safe rural collector roads.	Staff time and other costs for traffic volume analysis.
Bike trail development	Developers provide a minimum of 15 feet of additional ROW for construction of separated bike trails consistent with County policies and adopted plans. Alignments to be determined as developments are proposed. Seeks funding, including grants, for bike trail construction.	Allows for future bike trail development in rural areas.	Developer expense for additional ROW. Requires bike trail alignments to be determined. Costs to pursue grant funds and to meet local match requirements for grants.
Right-of-way acquisition	Obtains a minimum of 86 to 120 feet of ROW for proposed collector roads, depending on terrain, and a minimum of 120 feet for arterial roads, with the maximum to be determined on the basis of terrain. Excess ROW may be reverted to adjacent property owners after road construction.	Provides a means to ensure preservation of adequate ROW. Avoids conflicts. Promotes appropriate planning for future development.	Funds and time required to obtain ROW.
Traffic calming	Includes a variety of measures designed to slow traffic on local streets and increase vehicular and pedestrian safety, such as curb extensions, special channelization, street width reductions when alleys are provided, traffic circles, speed hump, etc.	Can be a relatively low cost way to discourage through traffic and increase safety.	Some objections can be expected.
Promotional programs	Provides for the wide-scale distribution of information on the availability and advantages of alternative modes of transportation.	Increased public awareness can increase use of alternative transportation and provide corresponding socio-economic and ecological benefits.	Organization and implementation costs.

feasible. The long range nature of the proposed eastside by-pass strongly reinforces the need to develop Towanda-Barnes Road to expressway standards with limited access and at least five lanes and possibly more. Direct connections to I-55 and I-74 should also be considered. The provisions of the 1994 Plan generally still apply with regard to Towanda-Barnes Road:

*"In order to provide for a reasonable level of service, at grade signalized intersections should only be permitted at an interval of not less than one-half mile and no access should be permitted to abutting property. Until such time that the development of the freeway is*

*committed, the construction standards for Towanda/Barnes Rd. should follow the guidelines established for an expressway with the possibility of grade separations at major intersections. At some point in time Towanda/Barnes Rd. may become congested and no longer provide an acceptable level of service unless the parallel freeway or expressway is constructed. The freeway/expressway will then serve as a by-pass as well as provide access to specific eastside locations from outside the urban area, thus relieving congestion on Towanda/Barnes Rd."*

**PRIORITY THREE STRATEGIES**

- Intermodal connectivity
- Traffic volume analysis
- Bike trail development
- Right-of-way acquisition
- Traffic calming
- Promotional programs

**Table 8.3**  
**Evaluation Of Priority 2 Strategies For Transportation**  
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Exactions/cost sharing	Developers responsible for road improvements within subdivisions and other costs as provided in County subdivision ordinance. Developers may pay inducements to County to provide fair share of off-site road improvements accessing the development. County may pay additional costs of oversizing roads to collector status. Developers may pay for alignment studies to allow for proposed development.		Some financial burden for road improvements placed on local government and developers. Shared costs for road improvements.
Coordinated site plan reviews	Involves affected agencies and jurisdictions in the review of major land use and transportation development projects.	Helps ensure that potential impacts are identified and that development projects are consistent with the objectives of all affected agencies and jurisdictions.	Review procedures would need to be adjusted. Could be more difficult to coordinate. Could lengthen review process.
Official maps	Identifies the locations of proposed public facilities, including streets and roads, for which land is to be reserved, dedicated or acquired.	Provides a basis for corridor and feasibility studies, and subsequent land acquisitions, dedications and exactions.	Is only one of several possible steps in the process of preserving rights of way. May conflict with private property interests.
Local street alignments	Employs loop streets, "T" intersections and "S" curves on local streets.	Turning movements slow and discourage through traffic without inhibiting local access or impeding local traffic flow. Offers potential for urban design enhancements.	Possible objection to potentially reduced number of cul de sacs which could result.
Expanded routes	Provides for the expansion of routes and/or services for alternative modes of transportation as land development and/or demand warrants.	Increases transportation options. Could increase use of alternative modes of transportation with corresponding socio-economic and ecological benefits.	Requires coordinated planning and development to ensure that land use and transportation development are mutually supportive.

**Plan**

The transportation plan identifies projects to be considered for development through the year 2025. These projects are addressed for each of the three major components of the transportation system in McLean County.

*Urban Classified System*

The plan for the Urban Classified System provides for the upgrading and extension of the existing streets and roads to accommodate projected growth and land use development as Illustrated in Figure 8-5. The specific projects and costs are identified in Exhibit B-5 and B-6. In addition, projects within

the IDOT 5-year Improvement Plan are shown in Figure 8-6.

Major new roadways include the Mitsubishi Motorway extension and the possibility of an eastside by-pass freeway connecting I-55 on the north with I-74 on the south. It is anticipated that the eastside by-pass would be completed late in the planning period, or perhaps beyond, and because funding sources have not as yet been identified, no financial provisions are made in the plan for this project.

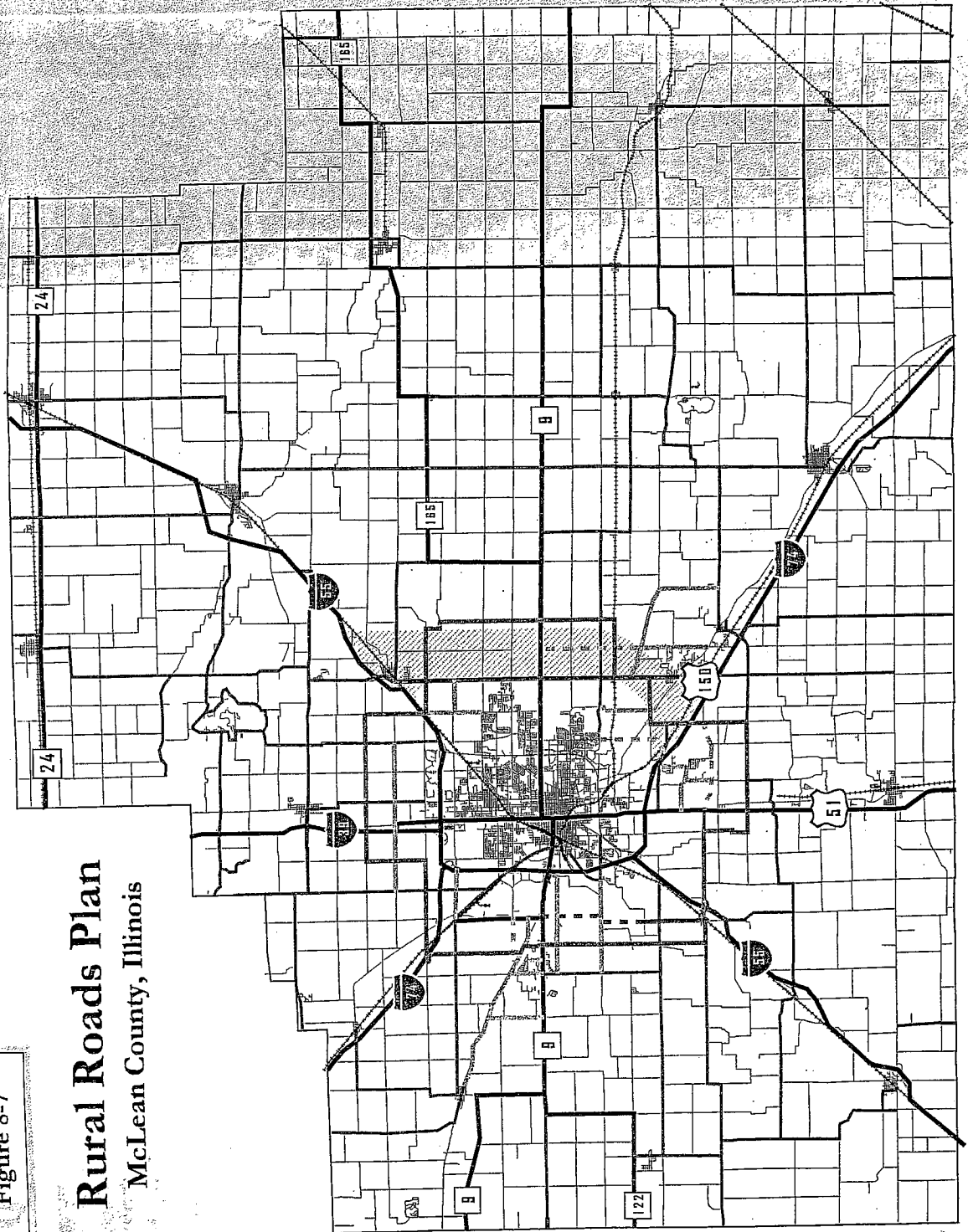
Local governments should proceed as soon as possible with preparing a corridor/alignment study for the eastside bypass in order to preserve the right-of-way that would be needed in the event the bypass is determined to be

**PRIORITY TWO STRATEGIES**

- Exactions/cost sharing
- Coordinated site plan reviews
- Official maps
- Local street alignments
- Expanded routes

Figure 8-7

# Rural Roads Plan McLean County, Illinois



**Legend**

- Existing Local Roads - Local roads serve to collect and distribute traffic between parcels of land and the collector or arterial road system.
- Existing Collector Roads - Collector roads provide traffic movement between local and arterial roads.
- Existing Arterial Roads (including State and Federal Highways) - Arterial roads are intended to provide for the movement of relatively large volumes of traffic across the community and region.
- Proposed Upgrade to Collector Road
- Proposed Collector Extension
- Proposed Upgrade to Arterial Road
- Proposed Arterial Extension
- Railroads
- East Side Bypass Corridor: A 1.5 mile corridor where a freeway feasibility study has been recommended.
- MPO Planning Urban Area Boundary
- 2025 Urban Area (Local Land Use Plans)

1 0 1 2 3 4 5 Miles

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McLean County Regional Planning Commission