

BLOOMINGTON TRAFFIC COMMISSION
AGENDA
July 24, 2013
5:30 P.M. – COUNCIL CHAMBERS

I. ROLL CALL

II. APPROVAL OF MINUTES - June 26, 2013

III. REPORTS AND ANNOUNCEMENTS

IV. OLD BUSINESS

There is none at this time.

V. NEW BUSINESS

A. East Covenant Drive - Prohibit on-street parking to facilitate a Transit Stop

B. East Sherbrook Drive - Request for a handicap parking space

C. Eastgate Lane - Request to convert Eastgate Lane to one-way north and add on-street, parallel parking.

VI. DISCUSSION

VII. ADJOURNMENT

BLOOMINGTON TRAFFIC COMMISSION
MINUTES OF THE MEETING
JUNE 26, 2013

ROLL CALL

Members Present: James Batcho, Joe VanDeventer, Ryan Cobine, Adrian Reid, Sarah Ryterband, Jeff Weber, Judy Maki
Members Absent: Mike Avila, Jim Shackelford

APPROVAL OF MINUTES

Jeff Weber made a motion to approve minutes from January 23, 2013. Sarah Ryterband seconded the motion. Motion passed unanimously. Minutes from January 23, 2013 were approved as submitted.

REPORTS AND ANNOUNCEMENTS

Adrian Reid introduced and welcomed new member, Ryan Cobine.

OLD BUSINESS

None

NEW BUSINESS

A. Larkspur Lane - parking restriction request

Wykoff stated a request has been received from Joe Ehlers to address eliminating some parking on Larkspur Lane which is just off of West Allen Street. Currently there are no parking restrictions on either side of the road which causes various problems for the residents.

Wykoff reported Engineering staff did go out and take measurements and photos of the area. Wykoff added the typical pavement width on this street is 27 feet which is conducive to two 9 foot travel lanes and one 8 foot wide parallel parking space, which would require a width of 26 feet.

Staff recommended the removal of parking on the east side of Larkspur Lane between Allen and Woodhill Drive which would allow parking to remain adjacent to the majority of residences along the street. Parking close to drives can be addressed with the addition of yellow paint within 15 feet of driveways to allow for improved visibility. Should residents desire more parking a consideration could be made for allowing parking along the east side of Larkspur Lane and eliminating parking along the residential side as the sidewalk is separated by a grass/tree plot area.

Judy Maki asked if any more building would be going on in what appeared to be empty lots. Wykoff stated its possible more could be built on the other side, but this subdivision has been around since the early 90's so if were going to be built up it probably would have happened by now.

Sarah Ryterband asked if a census was done on how many people actually park along the street. Wykoff stated from the photos it appears most people park along the westside, and believes the problem occurs on weekends as there are quite a few rentals along the street. Reid explained part of the reason for the request is that people are parking on both sides of the street not allowing enough room for through traffic in two directions.

Jeff Weber stated since these are single family homes, parking in the garage and driveways should be sufficient. He did not feel eliminating parking along the west side of the street would be a problem.

Wykoff stated as before if it becomes a problem it can be brought back.

Ryterband asked how much from the intersection would be kept no parking on both sides. Wykoff stated usually from the intersection there is 30 feet. Ryterban was concerned about people pulling off of Allen Street. Wykoff stated usually when next to a driveway or alley there is 5 to 15 feet of no parking.

Ryterband added she was disappointed there was no one from the neighborhood to speak to this request.

Ryterband made a motion to go with the Department's recommendation which will allow parking on the westside only. Ryterband added she is really pleased staff is looking at protecting pedestrians along the sidewalk. Weber seconded the motion. The motion passed unanimously.

B. Fairview & Dodds Stop Sign Request (McDoel Neighbors)

Wykoff explained Engineering received a request from City Council staff for a multi-way stop sign to be considered for the intersection of Fairview Street and Dodds Street. Currently Fairview does not stop for Dodds. A traffic warrant analysis was performed in accordance with Indiana Manual on Uniform Traffic Control Devices (IMUTCD) which did not result in any warrants being met. Wykoff reported on what the study indicated. Approach volume on South Fairview was 341 vehicles northbound, southbound 382 vehicles. The northbound approach speed was 29 mph; southbound approach speed was 21 mph. The approach on Dodds had a volume of 77 vehicles eastbound, and 136 westbound. Wykoff explained the criteria.

Criteria A: Interim Measure was not evaluated because it did not apply.

Criteria B: Crash Experience: There were zero reported accidents in the last three years. Warrant not satisfied.

Criteria C: Minimum Volume and Delays - There was not the necessary volume.
Warrant not satisfied.

Criteria D: 80% of Volumes, Delays and Crashes: Warrant not satisfied.

Wykoff added the City of Bloomington, Engineering, Housing and Neighborhood Development, and Utilities are designing and coordinating the installation of new curb, sidewalk (eastside), to extend from Adams Street north to Wylie Street and curb on the westside. Also in the plans would be limiting the pavement to two 9 foot lengths, and also allow on street parking and curb extensions on the corners to reduce the pavement crossing distance at the intersections and the alleyways. This should result in slowing down the traffic. The project is currently being designed and should be underway with the project in the next two months.

Staff recommended the denial of the request as traffic warrants are not met for this intersection to become a multi-way stop. Wykoff added staff felt residents concerns about pedestrian safety will be improved with the installation of sidewalk, and modification of parking to allow for a buffer between the proposed sidewalk, and vehicular travel. Also, the planned curb extensions and the travel lane widths of 9 feet is expected to decrease vehicular speeds to less than the current 29 mph.

Weber stated he understood the issue of what is the appropriate use of a four way stop, and understands warrants being met, and not using stop signs for traffic calming. However, he felt Fairview was more complex than just meeting the warrants. It is a straight shot up to the hospital and all the medical offices in the area. He feels he could fall on either side of the argument. Given the nature of the request and what seems to be consistent support from the immediate community he thinks this should be given consideration.

Ryterband asked Wykoff when he thought the improvements would be constructed. Wykoff stated it would have to be done during this construction season, so within the next couple of months, hopefully in 45 days, if that long. Ryterband asked if the sidewalk would be constructed on land that is now the street. Wykoff stated some of the improvements would come out onto the street, the curb extensions and parking. Reid and Wykoff both stated the current platted right of way in the area is 44 feet.

Reid stated he imagined the main issue is if you are walking there is no place to be. However, a sidewalk is going to be provided and he would like to see how that goes, then see if the stop sign is still an issue. He would rather take a different approach than just putting up a stop sign.

Public comment *(no sign up list therefore spelling of names may be incorrect or misunderstood)*

Leah O'Leary introduced herself. She stated she lives in the neighborhood. Her daughter's friend lives at the corner of Dodds and Fairview and she also walks to her job at the hospital. She is grateful for the sidewalk plan. Many people already come down Allen Street, turn onto Fairview and go up to Dodds to make the cut through. Although

she is extremely happy with the island on Rogers Street, it is going to divert even more traffic through the neighborhood and through that intersection. She added although there were zero car accidents, she just recently had a bike accident just past that intersection, which was a bike/pedestrian issue. There is very little lighting in the neighborhood. As a parent she said it is a hard intersection to cross. She would like the Commission to consider a stop sign as they may be more pedestrian traffic coming from the hospital to the remote parking in the area.

Lindsey Bazner introduced herself. She stated she has two little girls and lives on the west side of Dodds. If she wants to leave her house and go anywhere they have to cross the street. She has found there is zero visibility up the hill. This is also a road her child will need to cross to get to the bus stop and she is concerned for her child's safety crossing the intersection. She supported the stop sign.

Carl Pearson introduced himself. He lives at the corner of Fairview and Dodds. He has a 7 1/2 year old son who spent last year in first grade at Templeton Elementary. He takes the bus to school and his bus stop is at this corner. He has noticed numerous times cars speeding up and down this road, especially coming from the hospital. He has also seen cars turning from Fairview onto Dodds at unsafe speeds, and has witnessed an accident in which a car came around the corner, late at night, and ran into his neighbor's car. He believes a four way stop sign would improve safety for his children and appreciated the Commission hearing their request.

Darryl Neher thanked the Commissioners for hearing this request. He thanked Mr. Reid and Mr. Wykoff for the work they had done. Darryl Neher explained he is the City Council Member from District V that represents McDoel. Mr. Neher stated he was asked to come out and visit the neighbors who are the Petitioners here tonight about this intersection and four way stop. He added it was quite telling the turnout for that meeting, by the time the meeting was over there were 15 people there. Mr. Neher stated this request is really not about adults, or what a neighborhood was, but what the neighborhood is becoming. McDoel is a neighborhood that has changed significantly over the years, young families are now the centerpiece of what McDoel is. There is a school bus stop and pedestrian traffic from kids that will be going to and from their friends' homes, riding bikes, etc. It was Darryl Neher's humble request that the stop sign recommendation be considered and passed tonight.

Julia Debrucker introduced herself. She lives at this intersection and thanked the Commission for hearing their request. She listed a couple of other factors in the neighborhood that the studies did not collect. This neighborhood is a very dynamic place because the hospital is their neighbor. During the work week the neighborhood fills with cars from the hospital workers. All those people are walking in the neighborhood. Many of the workers take long walks during their lunch break which adds to the pedestrian presence in the neighborhood. Since the B-line was built more people are walking through the neighborhood. The neighborhood is changing because of the B-line and the recreation of the traffic flow because of Allen and Patterson. She felt the four way stop

sign would be consistent with the way traffic is being redirected and encouraged walkability in this part of the City.

Kate Young introduced herself, and she lives at the corner of Fairview & Dodds. She stated as a parent of a child who waits for a school bus at this corner, and someone who lives on this corner, her concern was for the high speed the cars take going around the turn. Traffic from Allen and Patterson cut through this neighborhood to avoid stop signs at other locations. She felt if there was a stop sign it would not only slow traffic it would also decrease the amount of traffic. This is a very dangerous intersection for the children and any other pedestrians to try and cross. She feels a stop sign would make this intersection more safe.

Robyn Miller introduced herself. She has a four year old daughter and one and a half year old son. She lives two houses down from the corner of Fairview and Dodds. She stated there are probably twelve children in this area under the age of 7. This doesn't include grandchildren that might come and visit. She worries about the incline of Fairview, and it is not necessary to even accelerate to go faster than needed. There are also cars that park in the area so it is hard to see to cross. She added she is thrilled about the sidewalk. All the kids in the neighborhood are close so there is a lot of going back and forth to visit.

Jack Baker introduced himself. He stated he is a long time resident of this neighborhood. He moved into the area in the 70's. At that time he stated it wasn't much of a neighborhood. People really didn't know each other and had lived there for years but didn't get out much. They were for the most part RCA workers who had retired. Since the mid to late 90's a neighborhood association was formed and people started to know each other and it became a neighborhood. There have been many initiatives over the years that have been satisfied by people like Justin who work to help them get things done. Work is going on around that helps the neighborhood. It is a dynamic neighborhood. The neighborhood is seeing more families with children, many of them on this street. He stated he appreciates Justin's work. He does not agree with the warrants. He is thankful to hear there is a sidewalk to be built. He would like to see a stop sign just to help people slow down.

Peatri Lane introduced herself. She stated she lives at the southwest corner of Fairview and Dodds. She agreed that speed is a concern, and it is obvious when people are trying to make the turn. She would still shudder to walk on the sidewalk because of the speed of those turns.

Don Harris stated he is often in a vehicle and uses the intersection at Dixie and Fairview quite a bit. He is surprised the data shows no accidents because he feels it is very dangerous when he pulls out onto Fairview, and often it seems immediately someone is in his rearview mirror.

Andrew Cooper introduced himself. He lives at the corner of Allen and Patterson and travels up Fairview to Dodds to get to Rogers. He and his wife also walk through the

area with their dogs and the grade on the northern side, as shuttles and cars come down they don't necessarily see pedestrians. He felt it would be nice to have a stop sign there just to have them looking out for people. Mr. Harris added as someone who uses this as a cut through, a stop sign is not going to inconvenience him to make the stop before he turns. He supports a stop sign.

Paul Lingo introduced himself. He also is concerned about the grade. A car coming over the crest cannot see pedestrians as they cross the street, and toddlers cross the street slowly.

Reid stated the 95th percentile speed is 32 mph.

Jeff Weber added that recent City Council action has set residential speeds to 25 mph. This should add awareness and enforceability that will help slow down traffic. Weber stated if the neighborhood request for a stop sign does not go through he would suggest the neighborhood consider making a request for speed bumps north and south of the Dodds intersection.

Ryterband thought it interesting that the data showed no one going north or south that exceeded 35 mph. Ryterband added she is torn about the request. She wants to protect pedestrians, particularly protect small children, and since money is being lost from Safe Routes to Schools, she is concerned about the intersection. On the other hand what she would really like to see is the construction of a walkway with the bump outs. Not only does this lessen the space needed to cross it also slows speed. She would prefer this discussion happen after the construction is done, post walkway.

Reid stated he agreed with Ryterband that the discussion should happen after the changes are made. Reid would not support a stop sign at this time. Wykoff explained the proposed changes. Wykoff also mentioned there will be parking changes that will be going to the Council for approval. The parking changes should provide for better visibility.

Maki stated summer is coming and children will be out. Adrian stated this will be built this summer. Maki asked if it were scheduled. Wykoff stated the Street Department will be building it and as soon as the design is ready they will begin work.

Joe VanDeventer stated City of Bloomington Utilities would begin their work first with putting in storm water infrastructure.

Maki stated she would be voting in favor of the stop sign.

Weber stated given the fact that the physical structure of traffic will be changing so dramatically he wondered if the question should be tabled.

Weber made a motion to table the request until after the construction is completed. Ryterband seconded the motion. The motion passed unanimously.

Weber asked that a timeline be given to the folks that came out to the meeting and when it might reappear on the agenda. Ryterband wanted to know if Allen and Rogers construction will also be completed at that time. Reid stated it would. Ryterband requested that counts be done 30 days following completion of the project so the Commission can see what is happening. Reid stated counts could be done and brought back in October.

Reid thanked all the residents that came tonight, the Commission appreciated their comments.

C. Loading Zone Request (First United Methodist Church) - 4th Street between Lincoln and Washington

Wykoff explained this is a request from the First United Methodist Church for a loading zone. The purpose of the loading zone is to drop children for their "Parents Day Out Program" as well as a location used for loading and unloading of vehicles for the "Pantry Outreach Program."

Staff recommended the approval of this loading zone and is supportive of the community efforts of the church in the downtown. The final location of the loading zone needs to be determined. At this time no exceptions have been allowed to exclude any loading zones from metered parking, and therefore, should this area be a loading zone, it will be metered.

Ryterband asked how many cars will this particular loading zone accommodate. Justin stated his thought was two or three.

Marie Lang, Administrator and Pastor at First United Methodist Church, introduced herself. She stated there are a number of students that come to the PDO classes at the church. She felt a minimum of six to 10 spaces would be needed because all the children come at the same time. Part of the challenge is that 4th Street is a very busy street and it is difficult to get children across the street. She also added when there are funerals they also need a place for a hearses to pull up. Lang added the entire block is constantly in use for Church business. Lang asked with the parking meters going in, if the loading zone is approved, how can the Church police the area if people are permitted to use the meters and park there, resulting in the loading zone being shut off.

Weber confirmed the use would be when a parent drives up, he stops, and they get out with the kid. Rev Lang stated they must bring the child inside and log them in, and the same process when the child is picked up.

Weber asked what it meant to have a loading zone that is metered.

Wykoff stated by legal definition "a loading zone shall be in affect 24 hours a day, seven days a week, except for otherwise noted in Schedule O."

There was discussion about how a loading zone could function if loading zones by code are no charge, yet they would still be metered, and how it would be enforced. Also discussed was if a time limit could be put on the loading zone with meters being operational at other times.

Chris Cockerham, 20 year member of the church and building committee member, introduced himself. He stated ten years ago the church made a commitment to the downtown and made a huge investment in that property. It is not easy to be downtown because of these challenges. The church has five entrances. He said it would be easy to find 15 acres and build a new church, but the congregation chose not to do that. The church congregation is aging so there are more elderly that need to be accommodated. A loading and unloading zone would help them, as well as members of the congregation that have to drop off something during the week. Also, 4th Street is a main corridor and very heavily traveled. He added he hopes the Commission will support this request and hopefully make the entire block a loading zone and figure out a solution to the meters.

Ryterband made a motion to approve 6 parking spaces on 4th Street between Lincoln & Washington be changed from 15 minute parking to a loading zone for 7 days a week from the hours of 6 a.m. to 6 p.m. Judy Maki seconded the motion. The vote was taken. The motion passed unanimously.

Weber moved that a recommendation be made to defer the implementation of meters on the area that pertains to a loading zone. After discussion Weber's motion was withdrawn.

Staff will be meeting with City Legal to discuss the issue. Ryterband asked that the Commission be updated after that meeting.

Weber adjourned the meeting at 7:05 p.m. Ryterband seconded the motion. Meeting adjourned at 7:05 p.m.



City of Bloomington
Public Works Department
Engineering Department

TRAFFIC COMMISSION STAFF REPORT

Meeting Date: July 24, 2013

Subject: Covenanter Drive Bus Zone Request

Report: The City of Bloomington Engineering Department has been working with Bloomington Transit to include improvements along Covenanter Drive for additional bus service parking to meet the area needs along Covenanter Drive. Currently Transit would like to add a section (see map) to the Bloomington Municipal Code - Schedule J (Bus Zones) to meet their current needs for bus parking for the pick up and drop off of passengers.

Recommendation: Staff recommends the approval of this request and supports the successful work by Bloomington Transit to serve the large volume of citizens utilizing their services. This would result in an amendment to Bloomington Municipal Code, Title 15, Section 15.32.110 entitled "Schedule J - Bus Zones".



Paul Kehrberg <kehrberp@bloomington.in.gov>

Fwd: Covenanter Hill Bus Area

1 message

Justin Wykoff <wykoffj@bloomington.in.gov>
To: Paul Kehrberg <kehrberp@bloomington.in.gov>

Tue, Jul 16, 2013 at 1:46 PM

Paul,

Here is the email from Jim.

Thanks,

Justin,

----- Forwarded message -----

From: **James Roach** <roachja@bloomington.in.gov>
Date: Tue, Jul 16, 2013 at 1:06 PM
Subject: Fwd: Covenanter Hill Bus Area
To: Justin Wykoff <wykoffj@bloomington.in.gov>

See attached. This is all I have.
Jim

----- Forwarded message -----

From: **Tim Henke** <henke@renaissancerentals.com>
Date: Thu, Apr 4, 2013 at 2:35 PM
Subject: Fwd: Covenanter Hill Bus Area
To: "Roach, James" <roachja@bloomington.in.gov>, mayl@bloomingtontransit.com, pattoni@bloomingtontransit.com

Hello James Roach,

FYI Lew May and Ian Patton,

Jim I apologize for not moving steadily ahead on the Covenanter Bus Stop situation, but I think their remains time for us to do site improvements this summer??

As I recall you wanted to review the PUD and check density allowances. Specifically to check to see if the neighborhood Hub buildings, as approved, with their housing above, were included in the unit counts; and to also otherwise check unit counts vs. new units built.

I have attached the current plat, unit ledger, that shows the added units and bedrooms in Amendments A,B,C,D, & E. In total to date, 90- 1 bedroom units were added through the PUD and one commercial space (shown as unit 191 3097 E Covenanter).

It is my recollection that the commercial Hub buildings were a separate matter as to unit count; but that may be my selective, wishful memory.

We would like to build an architecturally significant building in order to fully realize our goal of creating a Transit Oriented Neighborhood. A three story building will best create a needed street presence and will also best match our surrounding three story buildings. The residential space above the commercial space could be as much as 3000 sq. ft. times 2 floors. This might accommodate as many as 12 small one bedroom apartments.

We have some big ideas that will require some months for building design, but with permission, and site approval, we could make the streetscape improvements to accommodate bus stops yet this summer.

Please let me know your thoughts at your convenience.
Thanks Jim,

Tim Henke

----- Forwarded message -----

From: **Tim Henke** <henke@renaissancerentals.com>

Date: Wed, Dec 19, 2012 at 11:00 AM

Subject: Covenanter Hill Bus Area

To: Tom Micuda <micudat@bloomington.in.gov>, "Roach, James" <roachja@bloomington.in.gov>

Cc: Steve Smith <slsmith@snainc.com>, mayl@bloomingtontransit.com, pattoni@bloomingtontransit.com

Hello Tom And Jim,

I understand that you have had discussions with Lew May about Bus congestion (we'll call it) in the East Covenanter neighborhood.

In general, we feel it is a good problem to have and we would like to help solve it. We are concerned about creating our original intent of a Transit Oriented Community. We feel like this location is the MOST likely place for this to be successful in our entire community. We also don't feel like we have yet accomplished our original objective. The Outline plan called for buildings on both sides of Covenanter. It is our opinion that to create a more successful T.O.D both buildings and the bus traffic need to be accommodated. I have attached a sketch that Steve Smith has created for us that show both of these elements.

I would like to help Bloomington Transit move the on street parking and get appropriate approvals, if you concur. We will also try to accelerate our building plans for the structure on the West side of Covenanter. We definitely need feedback on that structure. I personally would like to do a "architecturally significant 3 story building with a very strong street presence.

Could you please look over the drawings and encourage us? Or otherwise straighten me out.

Thanks Gentleman,
Tim

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Tim J Henke
[812-325-4764](tel:812-325-4764) cell
RenaissanceRentals.com
MeadowCreekapartments.net

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Tim J Henke
[812-325-4764](tel:812-325-4764) cell
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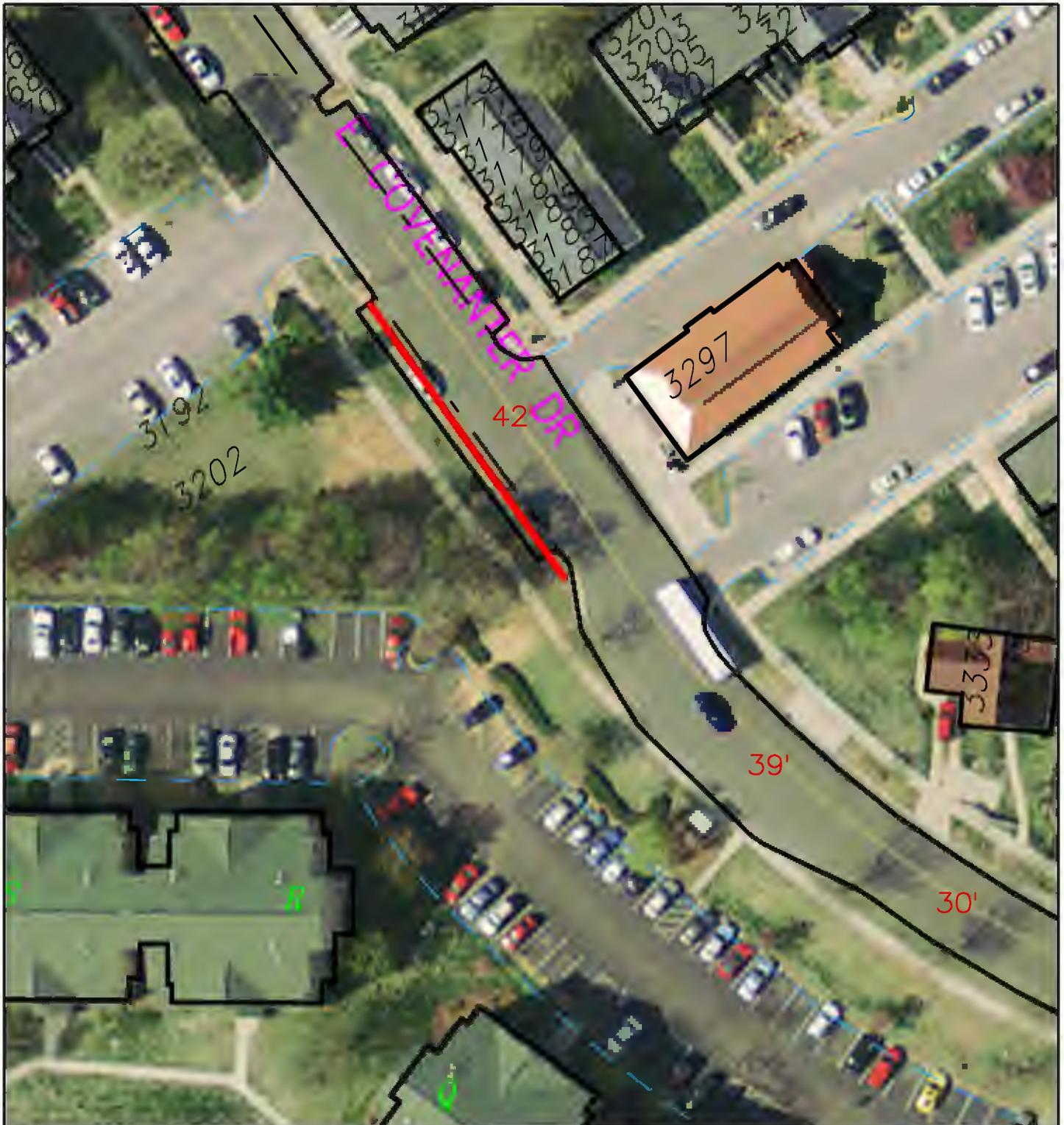
James C. Roach, AICP
Senior Zoning Planner

401 N. Morton Street, Suite 160
PO Box 100
Bloomington, IN 47402

Phone: [812-349-3423](tel:812-349-3423)
Fax: [812-349-3535](tel:812-349-3535)



Concept Sketch, 12-5-12.pdf
422K

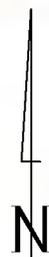


East Covenant Drive

By: kehrberp
18 Jul 13



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 50'















City of Bloomington
Public Works Department
Engineering Department

TRAFFIC COMMISSION STAFF REPORT

Meeting Date: July 24, 2013

Subject: Accessible Parking Space Request from Sherbrooke Place Homeowners Association

Report: The City of Bloomington Engineering Department has received a request for an accessible parking space on Berkshire Court in the Sherbrooke Neighborhood. Street Department has worked with the neighborhood to make improvements to the existing ramp.

Recommendation: Staff recommends the approval of this accessible parking space on Berkshire Court.



Paul Kehrberg <kehrberp@bloomington.in.gov>

Fwd: Attn. Traffic Commission

1 message

Justin Wykoff <wykoffj@bloomington.in.gov>
To: Adrian Reid <reida@bloomington.in.gov>
Cc: Paul Kehrberg <kehrberp@bloomington.in.gov>

Tue, Jul 2, 2013 at 10:10 AM

Adrian,

This is another item for Traffic Commission later this month. I don't think it involves any metered parking at this location.

Thanks,

Justin,

----- Forwarded message -----

From: **East, Gary William** <gweast@indiana.edu>
Date: Tue, Jul 2, 2013 at 10:01 AM
Subject: Attn. Traffic Commission
To: "wykoffj@bloomington.in.gov" <wykoffj@bloomington.in.gov>

Mr. Justin Wykoff
Manager of Engineering Services
City of Bloomington, Indiana

Dear Mr. Wykoff

I met with Mike Stinson yesterday concerning the proper identification of the handicap parking space for the Sherbrooke Place Condominiums clubhouse located at 3900 Sherbrooke Drive. The City of Bloomington Street Department maintains both the street and the on street parking for this location.

One handicap parking space was allocated and marked by the Sherbrooke Place Homeowners Association when the clubhouse was built in the early 1990's. Last month the Street Department repaired a large depression in the asphalt that formed where the ramp from the sidewalk to the handicap space exists. The repair was done very professionally and ensures an easy transition from the parking area to the sidewalk. However, most of the markings for the handicap space are now covered by the new asphalt.

As a member of the Sherbrook Place Homeowners Association in charge of the clubhouse, Mr. Stinson suggested that I contact you so that the maintenance and signage for the handicap parking space could be brought before the Traffic Commission to authorize the presence and enforcement of a handicap parking space for this location. Your help in bringing this matter before the Parking Commission would be appreciated.

Sincerely

Gary W. East
1104 E Berkshire Ct
Bloomington, IN 47401

gweast@indiana.edu

Home: 332-1994

Cell: [812-322-9676](tel:812-322-9676)

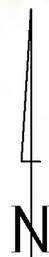


South Sherbrooke Drive

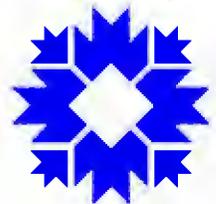
By: kehrberp
18 Jul 13



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 60'













City of Bloomington
Public Works Department
Engineering Department

TRAFFIC COMMISSION STAFF REPORT

Meeting Date: July 24, 2013

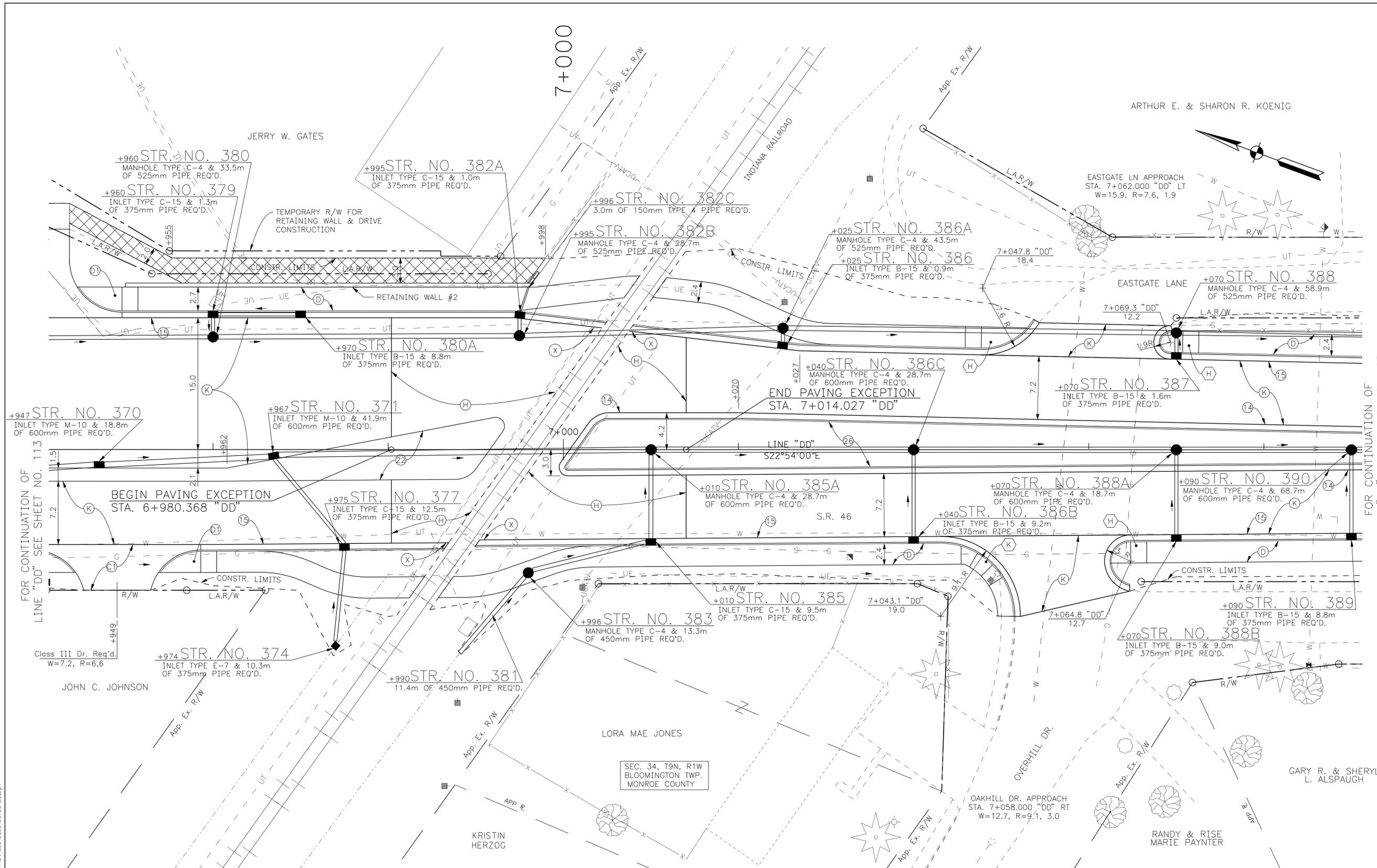
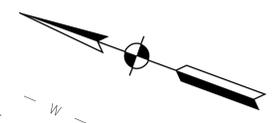
Subject: Eastgate Lane - No Parking Request/One Way Northbound

Report: The City of Bloomington Engineering Department has been working with Bloomington Transit and the Indiana Department of Transportation to address the ability of Bloomington Transit buses to provide service to passengers at apartments along Eastgate Lane adjacent to the newly constructed 45/46 Bypass.

Eastgate lane (see attached drawings) is currently 6 meters in width and not designed to support parking or two way traffic (see attached pictures with bus).

Recommendation: Staff recommends the removal of parking along Eastgate Lane and the directional change to one-way northbound to provide adequate and safe travel of bus traffic to serve area residents as well as vehicular traffic accessing the apartments from the 45/46 Bypass.

ARTHUR E. & SHARON R. KOENIG



LEGEND

(C1) 225mm CONCRETE PAVEMENT FOR DRIVES on SUBGRADE TREATMENT TYPE IIIA	(D1) MULTI-USE PATH ELEVATION TRANSITION	[Hatched Box] 300 kg/m HMA PATCHING, TYPE "B", on 200 mm COMPACTED AGGREGATE BASE No. 53
(D) 240 kg/m ³ HMA FOR APPROACHES, TYPE "A" on 200 mm COMPACTED AGGREGATE BASE No. 53	(K) 90 kg/m ³ QC/QA-HMA, 3, 76, SURFACE 9.5 mm, on 150 kg/m ³ QC/QA-HMA, 3, 76, INTERMEDIATE 19.0 mm, on 240 kg/m ³ QC/QA-HMA, 3, 64, BASE 19.0 mm, on 140 kg/m ³ QC/QA-HMA, 5, 76, INTERMEDIATE, OG19.0 mm, on 180 kg/m ³ QC/QA-HMA, 3, 64, BASE 19.0 mm, on SUBGRADE TREATMENT TYPE IA	(X) CURB TRANSITION SEE SHEET XX
(14) MODIFIED COMBINED CONCRETE CURB AND GUTTER	(26) SODDING	(H) CURB RAMP, TYPE INDICATED BY LETTER
(H) 165 kg/m ³ QC/QA-HMA, 3, 76, SURFACE 9.5 mm, on 330 kg/m ³ QC/QA-HMA, 3, 76, INTERMEDIATE 19.0 mm, on 1265 kg/m ³ QC/QA-HMA, 3, 64, BASE 19.0 mm, on SUBGRADE TREATMENT TYPE IV	(15) COMBINED CONCRETE CURB AND GUTTER	(22) CONCRETE CENTER CURB TYPE "D"



RECOMMENDED FOR APPROVAL	<i>Michael K</i>	4/13/2009
DESIGNED: MAK	DRAWN: BRD	DATE
CHECKED: MAT	CHECKED: MAK	

INDIANA DEPARTMENT OF TRANSPORTATION

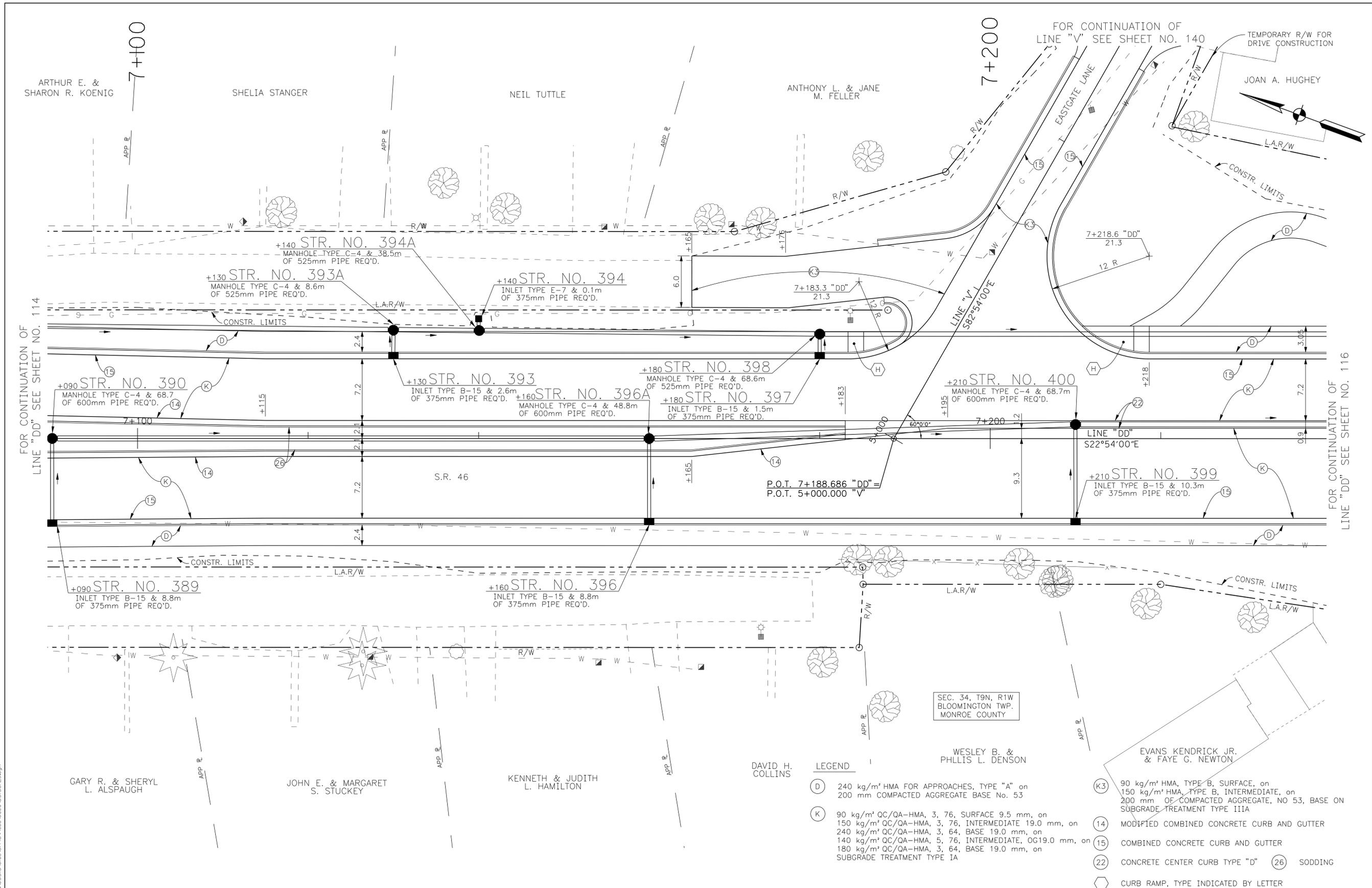
CONSTRUCTION DETAILS
LINE "DD"

HORIZONTAL SCALE	BRIDGE FILE
1:200	
VERTICAL SCALE	DESIGNATION
	9010075
SURVEY BOOK	SHEETS
16498	114 of 261
CONTRACT	PROJECT
IR-29982	0624012

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FOR CONTINUATION OF LINE "DD" SEE SHEET NO. 113

FOR CONTINUATION OF LINE "DD" SEE SHEET NO. 115



FOR CONTINUATION OF LINE "DD" SEE SHEET NO. 114

FOR CONTINUATION OF LINE "DD" SEE SHEET NO. 116

- LEGEND**
- (D) 240 kg/m³ HMA FOR APPROACHES, TYPE "A" on 200 mm COMPACTED AGGREGATE BASE No. 53
 - (K) 90 kg/m³ QC/QA-HMA, 3, 76, SURFACE 9.5 mm, on 150 kg/m³ QC/QA-HMA, 3, 76, INTERMEDIATE 19.0 mm, on 240 kg/m³ QC/QA-HMA, 3, 64, BASE 19.0 mm, on 140 kg/m³ QC/QA-HMA, 5, 76, INTERMEDIATE, OG19.0 mm, on 180 kg/m³ QC/QA-HMA, 3, 64, BASE 19.0 mm, on SUBGRADE TREATMENT TYPE 1A
 - (K3) 90 kg/m³ HMA, TYPE B, SURFACE, on 150 kg/m³ HMA, TYPE B, INTERMEDIATE, on 200 mm OF COMPACTED AGGREGATE, NO 53, BASE ON SUBGRADE TREATMENT TYPE IIIA
 - (14) MODIFIED COMBINED CONCRETE CURB AND GUTTER
 - (15) COMBINED CONCRETE CURB AND GUTTER
 - (22) CONCRETE CENTER CURB TYPE "D"
 - (26) SODDING
 - (H) CURB RAMP, TYPE INDICATED BY LETTER

4/10/2009 2:52:46 PM E:\0333\03\03\SR46\Plan\CD\03313r29.dgn

	RECOMMENDED FOR APPROVAL	<i>Michael K</i>	4/13/2009
	DESIGNED: MAK	DRAWN: BRD	DATE
	CHECKED: MAT	CHECKED: MAK	

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "DD"

HORIZONTAL SCALE	BRIDGE FILE
1:200	
VERTICAL SCALE	DESIGNATION
	9010075
SURVEY BOOK	SHEETS
16498	115 of 261
CONTRACT	PROJECT
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Indiana 4932 Municipal

HYBRID





DEAD
END

NO
PARKING
ANY
TIME

Warning sign

Warning sign

Warning sign

Stop sign



Eastgate Ln

STOP









2539





46 45
↑ ↓

STOP





46 45
↑ ↓

STOP

Ⓟ

NO LEFT TURN







EAST BAY
012-339-0177

2549



STOP

INDIANA 46
INDIANA 45



ST BAY
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