

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
AUGUST 25, 2010
5:30 P.M. – COUNCIL CHAMBERS**

I. ROLL CALL

II. APPROVAL OF MINUTES

April 28, 2010

III. REPORTS AND ANNOUNCEMENTS

IV. OLD BUSINESS

There is none at this time.

V. NEW BUSINESS

A. Liberty Drive – In front of 2000 S. Liberty

Ivy Tech's request for a mid-block crosswalk.

B. North Willis Drive

Arlington Valley MHC's request for no parking on Willis Drive near Westfield Drive.

VI. DISCUSSION

VII. ADJOURNMENT

**BLOOMINGTON TRAFFIC COMMISSION
MINUTES OF THE MEETING
APRIL 28, 2010**

I. ROLL CALL

Members Present: Mike Avila, Derek Neff, Jim Batcho, Adrian Reid, Sarah Ryterband, Jeff Weber
Members Absent:
Staff Present: Justin Wykoff, Denise Dean

II. APPROVAL OF MINUTES

Neff made the motion to approve the minutes of the October 28, 2009 meeting. Reid seconded the motion. The motion passed 5-0-0 (Avila arrived after roll call and approval of minutes).

III. REPORTS AND ANNOUNCEMENTS

Wykoff stated Kirkwood PH III would be starting May 10th. This will be from College Avenue to Rogers Street. The City is also updating the signals at 4th & College and 4th & Walnut.

IV. OLD BUSINESS

There was none at this time.

V. NEW BUSINESS

A. Request for multi-way stops at Brownridge (northbound) & Meadowbrook and Brownridge & Pleasant Ridge

Wykoff stated these requests were made by the Neighborhood Association. The Engineering Department performed a multi-way stop warrant analysis at each intersection (traffic, volume and accident counts) and the warrants were not met at either intersection. The reports are available in the Engineering Department. Wykoff stated the 85th percentile speed for Pleasant Ridge at Brownridge was 30 MPH and for Meadowbrook at Brownridge was 33 MPH.

Rebecca Harris: She is the president of the Homeowner's Association (HO) and their goal is for pedestrian safety in the neighborhood. They sent out e-mails to 125 residents and received back 25 responses which the member's had copies of. Harris stated the majority of the people who speed through the area are service people and younger drivers. There are

no sidewalks or lane markings and the road is very curvy. Harris stated 30 MPH is too fast for neighborhood streets where there are children.

Gretchen Nall: She originally talked to the City about lowering the speed limit but they stated it would probably not work so they made the request for the multi-way stops to help slow down traffic. There is a mile stretch of road before you have to stop. She does not understand why her residential street is the same speed limit as East 3rd Street.

Luanne Chamness: She has lived at Pleasant Ridge & Brownridge since 1964. Cars come off of 3rd Street going down the hill on Pleasant Ridge speeding. The area is not safe for walking or for children.

John Warner: He has lived at his address on Meadowbrook Drive for 35 years and has not seen a difference in the traffic pattern from then until now. He is opposed to the stop sign because it will be outside his home. He feels that since the sign is not warranted it will make people lose their guard and think people will always stop. He is in favor of “Children at Play” signs and lowering the speed limit.

Wykoff stated the Sycamore Knolls area had come before the Commission before about lowering the speed limit. The City conducted a trial by lowering the speed limit to 25 MPH and performing counts before and after. The results indicated there was no significant change in speeds. Reid stated the City does not like to use stop signs as traffic calming and the neighborhood may consider going through the Neighborhood Traffic Safety Program (NTSP). Chamness stated the stop signs will make people slow down. Weber stated he drove through this area and did not see an issue at Pleasant Ridge & Brownridge but did see a visibility issue on the northeast corner of Brownridge & Meadowbrook. Ryterband stated she drives through this area at 20 MPH because it is a neighborhood. She doesn't see where a stop sign will help and that drivers will begin to ignore the sign if they do not see opposing traffic. She feels the problem is a civility issue and the HO should educate/talk with the young people who are speeding. Batcho stated the speeding seems to come from the residents themselves since this is not a cut through for most drivers. Avila stated he is in favor of the “Children at Play” signs and the residents should call the service people's manager to let them know they are speeding. Wykoff stated the “Children at Play” signs are not a recognized sign of the MUTCD, therefore, the City does not install them. Nall asked if the signs could be installed on private property. Wykoff stated they would need to talk to City Planning Department. Weber stated he did feel there was a speeding issue in all residential neighborhoods. Weber made the motion to recommend the approval of the request for a multi-way stop at Pleasant Ridge Road & Brownridge. Ryterband seconded the motion. The motion did not pass with a vote of 1-5-0.

Neff made the motion to recommend the denial of the request for a multi-way stop at Brownridge & Meadowbrook. Weber seconded the motion. The motion carried with a vote of 6-0-0. **Wykoff stated he would like to work with the neighborhood to see about doing a trial period with lowering the speed limit to 25 MPH and doing counts before and after. The City would then have another meeting for the residents and Commission members to talk about the results.**

- B. South Grant Street between East 4th Street & East 3rd Street – request to change the 2 hour parking on the west side to Neighborhood Residential Permit parking

Wykoff stated this area was previously unrestricted parking until approximately a year ago when it was requested it be changed to 2 hour parking to be consistent with the surrounding areas. Ira Zinman who has a business and rentals in the area was concerned with his tenants not having a place to park and requested the City to change the parking to residential neighborhood permit parking. Wykoff stated he spoke with City Parking Enforcement and came up with the solution of having a “split” zone which means the block would be Neighborhood Permit Parking as well as 2 Hr. parking. This would allow the tenants who live on the street to obtain a neighborhood parking permit for \$25.00/year as well as be eligible for one visitor’s pass. Ryterband stated there are two restaurants in this area which need the parking and cannot fathom supporting this request. If the tenants need parking, they can park in the garage. Ryterband stated if the person who made the request felt strongly about the change they should have attended the meeting. Weber made the motion to recommend the denial of the request to change the parking to Neighborhood Permit Parking only. Ryterband seconded the motion. The motion passed with a vote of 6-0-0. Weber made the motion to recommend the approval of the City’s request to change the parking on South Grant Street from East 3rd Street to East 4th Street to Neighborhood Permit Parking as well as 2 Hour Parking (split zone). Neff seconded the motion. The motion passed with a vote of 4-2-0 (Avila and Ryterband opposed).

- C. North/South Alley (next to Rosehill Cemetery) between West 3rd Street & West 4th Street – Request to make alley one-way northbound

Wykoff stated the Engineering Department had performed volume counts for the alley and the results for a two day total were: northbound-74 cars and southbound-51 cars. There was no apparent damage to resident’s yards. Wykoff stated the residents had been notified one block on either side of the alley on both 3rd Street and 4th Street. The Engineering Department received one e-mail, which was forwarded onto the members, that was not in favor of the request. Batcho stated he did not see what the

advantage was to make the alley one-way and the officers use the alley frequently when patrolling the area. It was noted that no one from the neighborhood was present. Ryterband stated she is part of the Homeowner's Association and could speak on the matter. She drives, bikes and walks this alley and does not see a problem. When driving she normally only travels 5-10 mph since it is so narrow. She does not understand why suddenly there is a concern about this area. Neff stated he felt making the alley one way would only encourage people to speed. Ryterband made the motion to deny the request to make the north/south alley (next to Rosehill Cemetery) between 3rd & 4th Street one-way northbound. Neff seconded the motion. The motion passed with a vote of 6-0-0.

VI. DISCUSSION

There was none at this time.

VII. ADJOURNMENT

The meeting adjourned at 7:00 p.m. The next meeting is tentatively scheduled for May 26, 2010.

To [the](#) Bloomington Traffic Commission

Sirs,

Ivy Tech has recently leased approximately 17,000 sq. ft. in the former MCL/Liberty Crossing Shoppes Mall building on the west side of Liberty Drive. In this space will be approximately nine classrooms and associated faculty and administrative offices. In addition we currently [lease](#) about 25,000 sq.ft. in the Center 37 North building on the east side of Liberty Drive. It contains about 20 classrooms and associated offices and support areas. We expect that there will be a significant amount of pedestrian traffic crossing between the two Ivy Tech leased facilities. There are two restaurants soon to be opened at the former MCL building, so a significant increase in traffic on Liberty Drive is also expected in this area.

Would the Traffic Commission consider installing a formal Pedestrian crosswalk across Liberty Drive in the vicinity of the Center 37 North / MCL locations? We think this would dramatically enhance the safety for Ivy Tech staff and students crossing Liberty Drive.

If you need additional information concerning this request, please contact Doug Mattick at 812-330-6059.

Doug Mattick
Facilities Director
Ivy Tech Community College
Bloomington

Contact: Denise Dean
City of Bloomington Engineering
401 N. Morton Street, Ste #130
Bloomington, IN 47404
Phone 812-349-3417
Fax 812-349-3520
traffic.commission@bloomington.in.gov



Traffic Commission Meeting

For Immediate Release
Friday, August 20, 2010

The City of Bloomington Traffic Commission will discuss a request for a mid-block crosswalk on Liberty Drive. Please see map on back for location.

This will be discussed at their meeting on Wednesday, August 25, 2010. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Denise Dean, Secretary for the Bloomington Traffic Commission.

Thank you.





City of Bloomington
Public Works Department
Engineering Department

TRAFFIC COMMISSION STAFF REPORT

Meeting Date: August 25, 2010

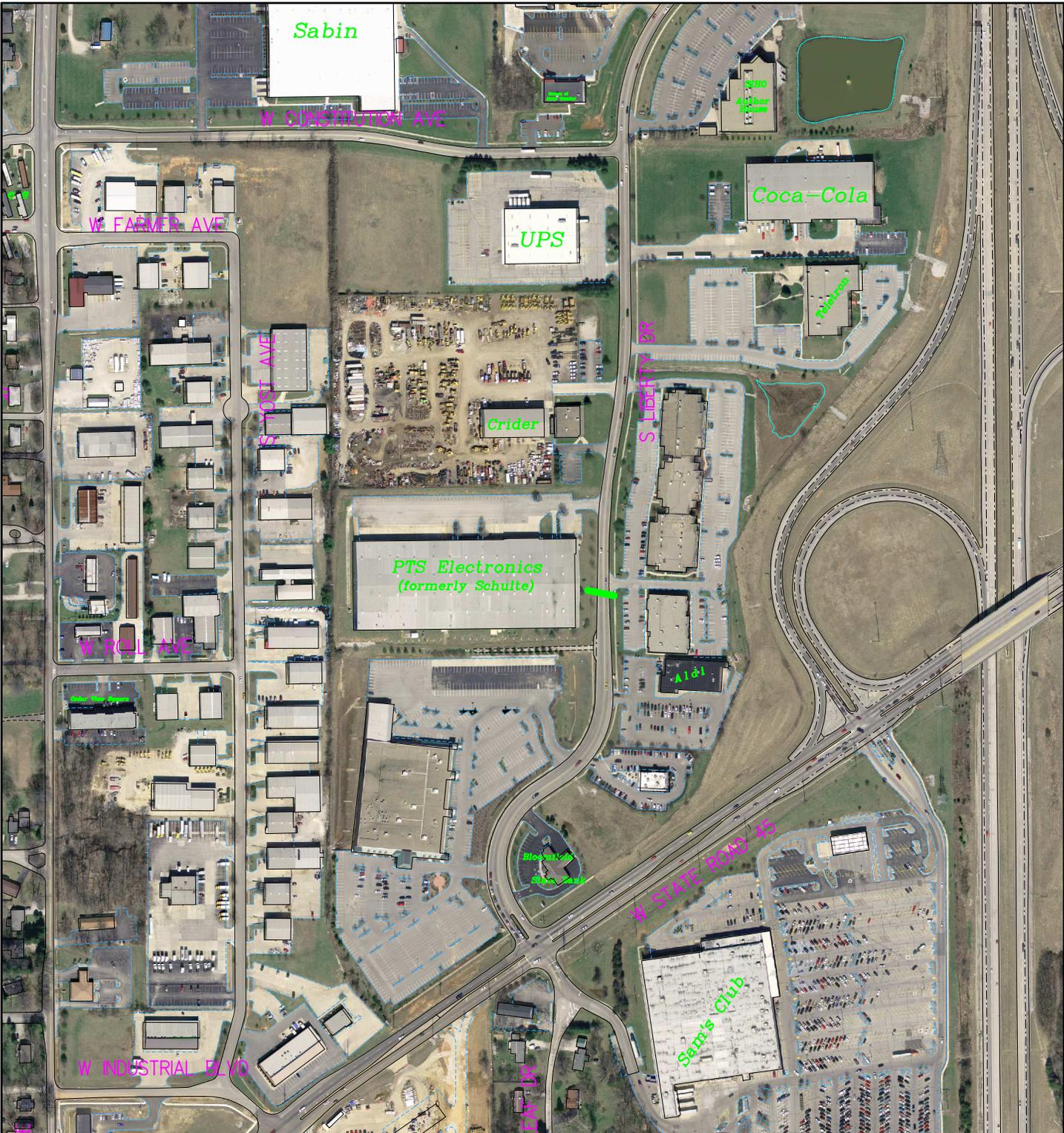
Subject: Mid Block Crosswalk – Liberty Drive

Report: The City of Bloomington Engineering Department received a request initiated through IVY Tech Community College for a mid-block crossing for pedestrians on Liberty Drive. Ivy Tech Community College has moved into locations on both sides of Liberty Drive and anticipates additional pedestrian traffic utilizing their multiple buildings located on both sides of Liberty Drive.

A study of this area revealed the ideal location would be located just North of the curve due to appropriate sight line calculations needed for visibility and stopping distance.

Recommendation: Staff recommends the approval of this mid-block crossing at the location stated. At this time there is approximately 120 feet of sidewalk that would need to be constructed along the west side of Liberty in addition to ADA accessible ramps that would need to be constructed.

No funding has been budgeted or allocated for this work, therefore unless arrangements can be made for construction, the actual installation of this crosswalk may be delayed until such time as these issues can be resolved.



Mid Block Crossing Request
 Liberty Drive

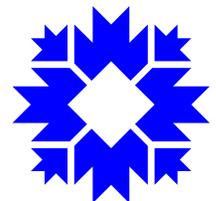
By: wykoffj
 19 Aug 10



For reference only; map information NOT warranted.



City of Bloomington
 Engineering



Scale: 1" = 400'















UTILITY MARKER
3000-10 00-3000
NO DIG
NO DRILL
NO TRENCHING







HI MIKE,

AS YOU KNOW I AM MANAGER OF ARLINGTON VALLEY MHC, EVER SINCE THEY BUILT THE [APTS.BY](#) WESTFIELD STREET THE APT.RESIDENTS PARK ON THE CORNER AND SIDE OF ROAD IN FROUNT , THERE HAS BEEN SEVERAL ACCIDENTS THERE, I MYSELF HAVE EVEN ALMOST BEEN HIT BY A CAR WHEN I WAS IN MY GOLF CART, I HAVE CALLED THE APTS. NUMBER FOR THE LEASING AGENT AND ASK SEVERAL TIMES THAT THEY HAVE THEIR RESIDENTS PARK IN THE NICE BIG PARKING LOT THEY HAVE BUT THEY REFUSE TO ENFORCE THIS?

PLEASE SEE IF YOU CAN ENFORCE IT BY PUTTING UP NO PARKING SIGNS IN FROUNT OF THE APTS.SO THAT PEOPLE AND NOW THE CHILDREN ARE SAFER, THEY ALSO PICK UP THE CHILDREN THERE FOR BUSING TO SCHOOL.
THANK YOU DEBRA WILLIAMS

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Thank you.







City of Bloomington
Public Works Department
Engineering Department

TRAFFIC COMMISSION STAFF REPORT

Meeting Date: August 25, 2010

Subject: Willis Drive Parking Request

Report: The City of Bloomington Engineering Department received a request initiated through the management of the mobile home park to remove parking adjacent to the intersection of Westwood Drive and Willis Drive.

Recommendation: Staff recommends the removal of parking for a distance of 75 feet north from the intersection of Westwood Drive to allow for improved sight lines when entering Willis Drive from Westwood Drive. Typically parking is prohibited 30 feet from intersections by Indiana Code; however this distance can be increased when sight distances are compromised.











