

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
JULY 27, 2011
5:30 P.M. – COUNCIL CHAMBERS**

I. ROLL CALL

II. APPROVAL OF MINUTES

May 25, 2011

III. REPORTS AND ANNOUNCEMENTS

IV. OLD BUSINESS

V. NEW BUSINESS

A. East 3rd Street & Jordan Avenue

Jack Dvorak's request for a "No Turn on Red" sign for westbound traffic on 3rd Street turning to go northbound on Jordan.

B. 350 West 11th Street

Upland Brewery's request for a handicap parking space in front of their business.

C. IU Transit parking changes

1). 3rd Street & Hawthorne Drive – request for no parking on the east side of Hawthorne from 3rd Street south to first driveway.

2). Jordan Avenue – request for no parking on the east side of Jordan from Atwater to 42' north.

D. Rogers Street from Kirkwood Avenue to 11th Street – parking changes

The request is to relocate parking from the east side of the street to the west side to facilitate improved bicycle accommodations through the addition of a bike lane and sharrows markings.

VI. DISCUSSION

VII. ADJOURNMENT

**BLOOMINGTON TRAFFIC COMMISSION
MINUTES OF THE MEETING
MAY 25, 2011**

I. ROLL CALL

Members Present: Mike Avila, James Batcho, Derek Neff, Adrian Reid, Sara Ryterband, Jeff Weber
Staff Present: Justin Wykoff, Denise Dean

II. APPROVAL OF MINUTES

Weber made the motion to approve the minutes of the April 27, 2011 meeting. Neff seconded the motion. The motion carried with a vote of 5-0-0 (Avila arrived after roll call and approval of minutes).

III. REPORTS AND ANNOUNCEMENTS

Wykoff stated there was a large amount of signal upgrade work going on in the downtown area. The Atwater and Henderson Street project has started which includes the installation of a new signal.

IV. OLD BUSINESS

- A. East/west alley between Walnut & Washington and Grimes & Davis – Ian Woollen’s request to make the alley one-way westbound.

This request was tabled from the last meeting allowing the Engineering Department to review the Plan Commission file to see if there were any conditions of approval that were not met. Wykoff stated by the traffic count numbers, the City was not in support of the request for the alley to be one-way westbound. Wykoff stated there was a note in the Plan Commission file which stated the Fire Department considered the alleyway a safety valve and they approved “the access plan with regard to safety and accessibility”. Wykoff stated recently there have been discussions about closing this section of alleyway. Wykoff stated this request would need to go before the Board of Public Works. This would allow the public as well as the BP Station to have input. The alleyway would basically become a driveway for the two adjacent property owners.

Ian Woollen: The neighborhood had a meeting last night and approved a resolution to close the alley. This letter was sent to Wykoff. Woollen discussed with the Commission the notes from the Plan Commission file.

Weber asked if the City could use signage (i.e. no trucks, maximum vehicle weight, and local traffic only) to deter traffic from going down the

alley. Woollen stated he thought this type of signage as well as the one-way sign would be ignored.

Isabel Piedmont Smith: She is the Council member for District 5 and stated the best thing to do would be to withdraw the request to make the alley one-way and petition the Board of Public Works to close the section of the alley.

The request was withdrawn; therefore, no motion was necessary.

V. NEW BUSINESS

A. Olcott Blvd. & Moore's Pike – request for a multi-way stop

Wykoff stated the traffic counts for the area were: Olcott Blvd. (northbound) – 922 vehicles, Moore's Pike (eastbound) – 3,880 and Moore's Pike (westbound) – 3,276. The 85th percentile speed on Moore's Pike was 44 MPH. There were two accidents which included someone sliding on wet pavement and someone hitting a deer. Wykoff stated this stretch of Moore's Pike was previously in the County's jurisdiction and the speed was posted at 40 MPH. When the street was taken in by the City the speed limit was not changed to 30 MPH which was recently brought to the City's attention. The speed limit sign has been changed to reflect 30 MPH. The line of sight requirements would not have been met if the speed limit was 40 MPH but is met with the change to 30. Wykoff stated the Engineering Department had received seven phone calls opposed to the request and one call in favor. There were three e-mails opposed which the members were given copies of.

Ed Robertson: His wife made the request for the multi-way stop but was unable to attend tonight's meeting. He stated it is difficult for a pedestrian to cross Moore's Pike at this intersection with the hills and the speed of vehicles. He does not feel the lower speed limit has helped. He has seen three dead deer within three weeks. Robertson stated one problem is that the sidewalk on the south side of Moore's Pike ends just west of Olcott Blvd. so you have to cross to the north.

George Fedynskyj-2102 S. Smith Road: He has lived at this address for 25 years and travels Moore's Pike daily and is not in favor of the multi-way stop. He handed the commission members a list of reasons he is not in favor of the request (attached). One observation is that Hyde Park is not getting any bigger and there are four entrance/exits to this subdivision. He feels the area will be more dangerous in the winter time with the addition of the stop sign. Fedynskyj has seen the new 30 MPH speed limit sign but felt that the 40 MPH was a more comfortable speed for this area.

He feels that there needs to be more speed limit signs if the City wants to make the public aware.

Weber asked if the City could use some type of flags on the speed limit signs to alert drivers of a change. Due to the amount of negative response from e-mails, phone calls and public present, Ryterband made a motion to recommend the denial of the request for a multi-way stop at Olcott Blvd. and Moore's Pike. Neff seconded the motion. The motion carried with a vote of 6-0-0. Ryterband stated Robertson should contact the Public Works Department in regards to pedestrian/bicyclists concerns and have the City put out the speed board with the new speed limit.

VI. DISCUSSION

There was none at this time.

VII. ADJOURNMENT

The meeting adjourned at 6:30 p.m. The next meeting is scheduled for June 22, 2011.

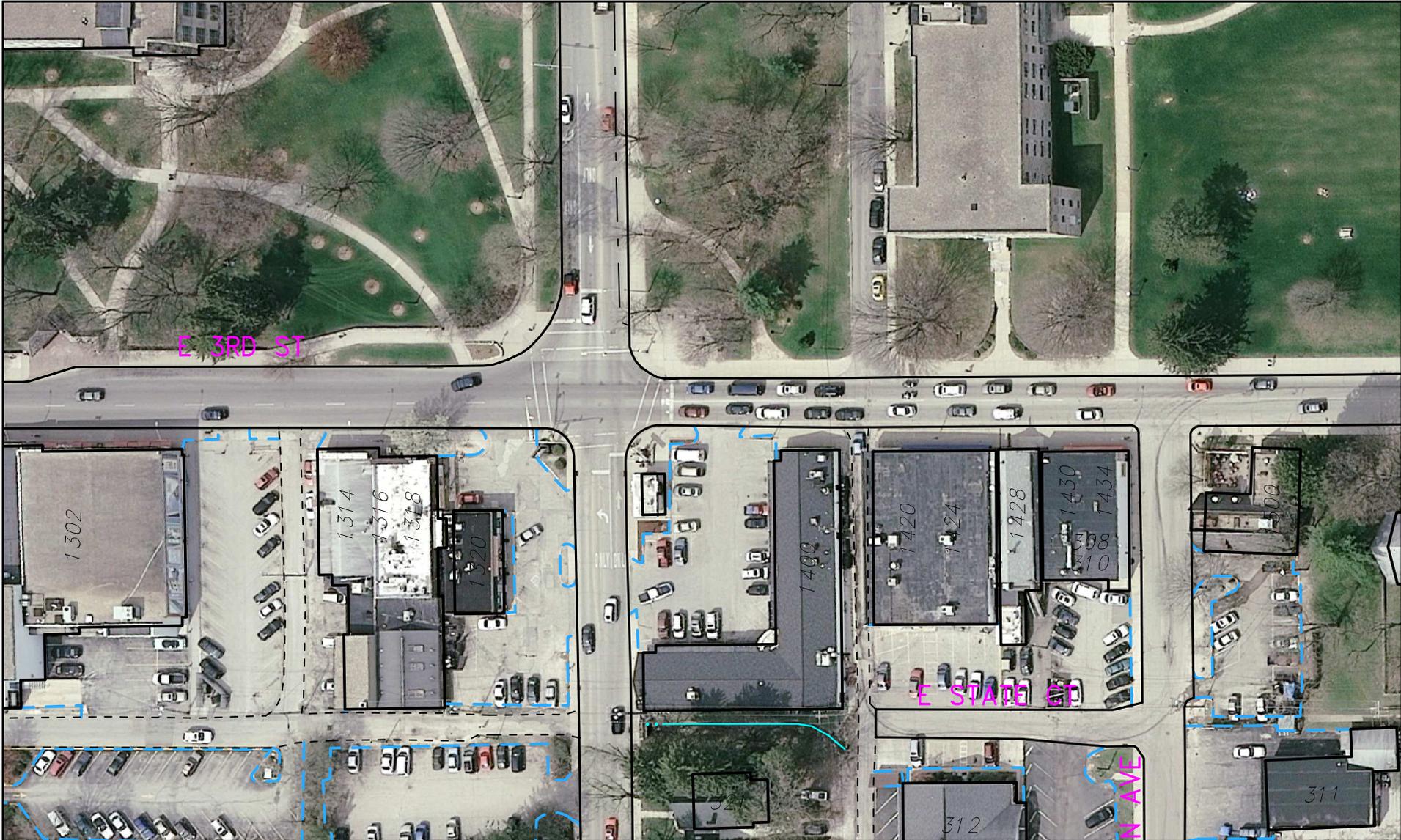
Dear Commissioners:

Please consider adding a "No Turn on Red" sign to westbound traffic on 3rd Street as they approach Jordan Avenue from the east. Right now there is some type of small banking center on the southeast corner of that intersection that blocks the vision to the left of those stopped at that light on 3rd. One can see only a few yards before seeing oncoming northbound traffic on Jordan Avenue coming from south of that intersection. To me, this represents a dangerous situation, especially since there is also much pedestrian traffic at that intersection. A "No Turn on Red" sign would make this intersection much safer.

Thank you for this consideration.

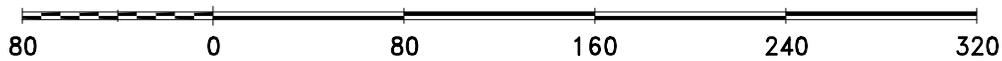
Regards,

Jack Dvorak
[\(812\) 325-263](tel:812325263)



E. 3rd St. and S. Jordan Ave.

By: kehrberp
19 Jul 11



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 80'



Program
And
Check-In

DRAGON EXPRESS



JORDAN SQUARE

OLD NATIONAL BANK



ONE WAY
→

village pantry
OPEN 24 HRS



JORDAN SQUARE

OLD NATIONAL BANK



ONE WAY
→

village pants
OPEN 24 HRS





JORDAN SQUARE

OLD NATIONAL BANK

ONE WAY
→

PERCUSSION • REPAIR

WOODWINDS • BRASS





JORDAN S&C

OLD NATIONAL BANK

ON • REPAIR

ONE WAY
→

City of Bloomington
Engineering Department
401 N. Morton St., Suite 130
Bloomington, IN 47404
812-349-3417

Signalized Intersection Project

File Name : E. 3rd St. and S. Jordan Ave. 4-6 PM
Site Code : 00000000
Start Date : 4/28/2009
Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

Start Time	S. Jordan Ave. From North					E. 3rd St. From East					S. Jordan Ave. From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	28	14	0	9	51	5	62	1	4	72	0	25	3	3	31	0	0	0	15	15	169
04:05 PM	38	41	0	3	82	8	65	2	2	77	0	14	4	3	21	0	0	0	16	16	196
04:10 PM	33	25	0	13	71	5	46	3	8	62	0	24	2	8	34	0	0	0	11	11	178
04:15 PM	15	15	0	10	40	7	86	2	3	98	0	25	2	4	31	0	0	0	11	11	180
04:20 PM	21	22	0	15	58	6	52	4	5	67	0	13	2	5	20	0	0	0	2	2	147
04:25 PM	27	11	0	11	49	8	46	2	5	61	0	15	13	9	37	0	0	0	8	8	155
04:30 PM	22	11	0	8	41	2	53	2	8	65	0	21	3	5	29	0	0	0	15	15	150
04:35 PM	22	25	0	8	55	5	46	5	4	60	0	17	9	6	32	0	0	0	5	5	152
04:40 PM	32	21	0	12	65	9	65	4	0	78	0	14	5	4	23	0	0	0	6	6	172
04:45 PM	26	18	0	7	51	9	68	3	0	80	0	15	7	7	29	0	0	0	11	11	171
04:50 PM	17	11	0	7	35	5	65	7	7	84	0	16	11	7	34	0	0	0	12	12	165
04:55 PM	20	17	0	15	52	6	56	1	9	72	0	23	4	11	38	0	0	0	15	15	177
Total	301	231	0	118	650	75	710	36	55	876	0	222	65	72	359	0	0	0	127	127	2012
05:00 PM	25	26	0	10	61	6	50	1	6	63	0	32	3	5	40	0	0	0	8	8	172
05:05 PM	32	35	0	13	80	2	62	1	6	71	0	23	6	7	36	0	0	0	11	11	198
05:10 PM	28	35	0	8	71	12	51	2	2	67	0	33	4	9	46	0	0	0	9	9	193
05:15 PM	30	31	0	18	79	5	68	4	11	88	0	27	7	6	40	0	0	0	17	17	224
05:20 PM	37	25	0	18	80	12	87	2	9	110	0	20	2	10	32	0	0	0	11	11	233
05:25 PM	32	29	0	13	74	7	75	2	6	90	0	31	3	17	51	0	0	0	11	11	226
05:30 PM	31	30	0	8	69	6	56	1	5	68	0	27	4	10	41	0	0	0	12	12	190
05:35 PM	31	24	0	14	69	8	67	5	8	88	0	18	2	8	28	0	0	0	5	5	190
05:40 PM	34	11	0	12	57	8	70	2	8	88	0	12	4	12	28	0	0	0	14	14	187
05:45 PM	29	17	0	12	58	11	69	1	3	84	0	21	9	17	47	0	0	0	17	17	206
05:50 PM	19	22	0	9	50	10	64	1	3	78	0	24	7	12	43	0	0	0	13	13	184
05:55 PM	13	19	0	5	37	8	59	3	1	71	0	14	5	9	28	0	0	0	13	13	149
Total	341	304	0	140	785	95	778	25	68	966	0	282	56	122	460	0	0	0	141	141	2352
Grand Total	642	535	0	258	1435	170	1488	61	123	1842	0	504	121	194	819	0	0	0	268	268	4364
Apprch %	44.7	37.3	0	18		9.2	80.8	3.3	6.7		0	61.5	14.8	23.7		0	0	0	100		
Total %	14.7	12.3	0	5.9	32.9	3.9	34.1	1.4	2.8	42.2	0	11.5	2.8	4.4	18.8	0	0	0	6.1	6.1	
Cars	584	523	0	241	1348	169	1449	61	121	1800	0	497	115	189	801	0	0	0	256	256	4205
% Cars	91	97.8	0	93.4	93.9	99.4	97.4	100	98.4	97.7	0	98.6	95	97.4	97.8	0	0	0	95.5	95.5	96.4
Trucks and Buses	58	2	0	0	60	1	37	0	0	38	0	2	5	0	7	0	0	0	0	0	105
% Trucks and Buses	9	0.4	0	0	4.2	0.6	2.5	0	0	2.1	0	0.4	4.1	0	0.9	0	0	0	0	0	2.4

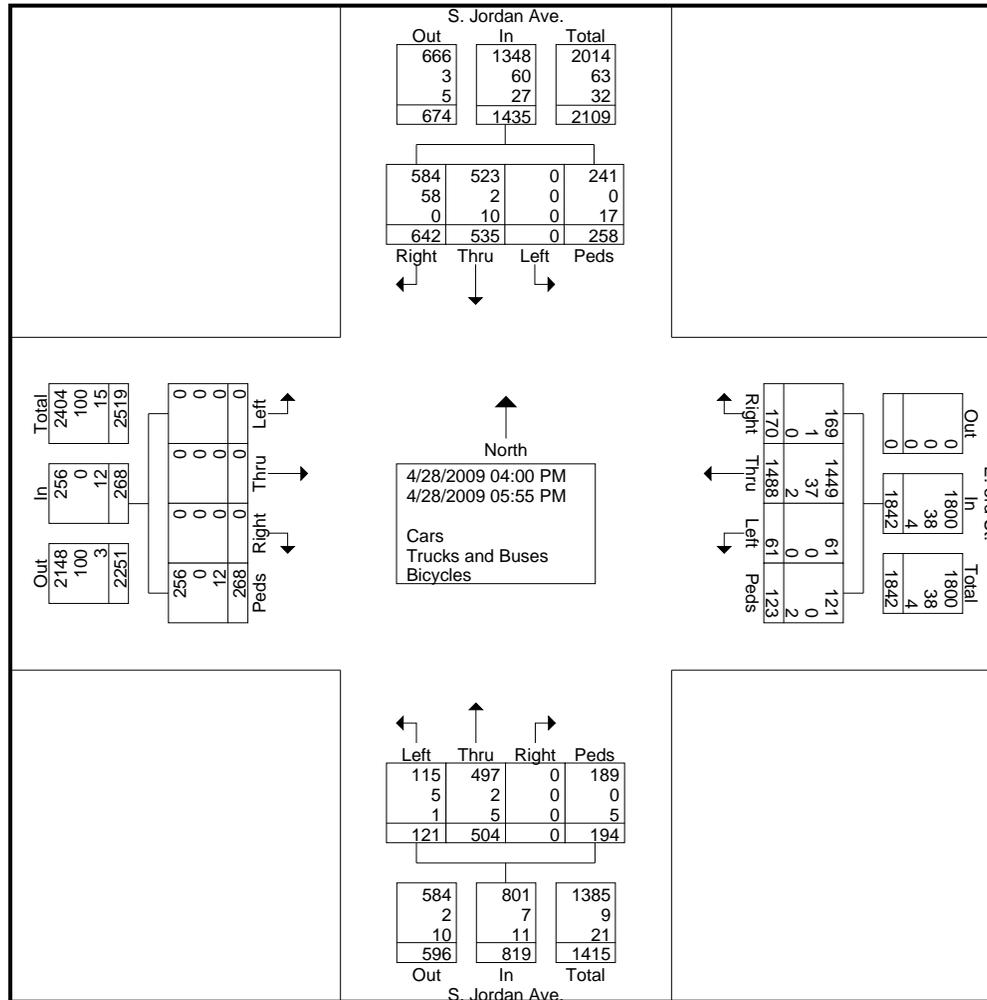
City of Bloomington
 Engineering Department
 401 N. Morton St., Suite 130
 Bloomington, IN 47404
 812-349-3417

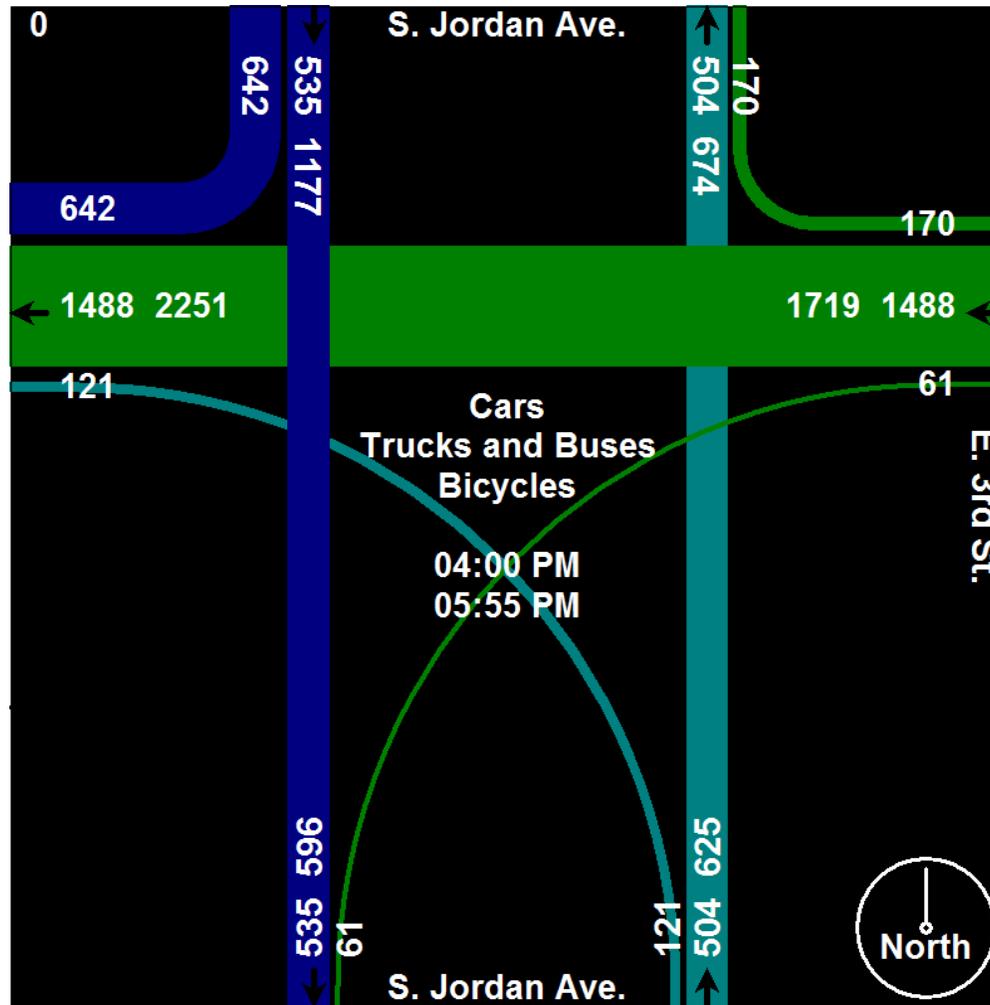
Signalized Intersection Project

File Name : E. 3rd St. and S. Jordan Ave. 4-6 PM
 Site Code : 00000000
 Start Date : 4/28/2009
 Page No : 2

Groups Printed- Cars - Trucks and Buses - Bicycles

	S. Jordan Ave. From North					E. 3rd St. From East					S. Jordan Ave. From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Bicycles	0	10	0	17	27	0	2	0	2	4	0	5	1	5	11	0	0	0	12	12	54
% Bicycles	0	1.9	0	6.6	1.9	0	0.1	0	1.6	0.2	0	1	0.8	2.6	1.3	0	0	0	4.5	4.5	1.2





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Signalized Intersection Project

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 Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

Start Time	S. Jordan Ave. From North					E. 3rd St. From East					S. Jordan Ave. From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	1	0	1	4	2	34	0	1	37	0	14	2	0	16	0	0	0	0	0	57
07:05 AM	3	2	0	2	7	4	31	0	0	35	0	12	0	0	12	0	0	0	0	0	54
07:10 AM	2	2	0	1	5	3	29	0	0	32	0	11	1	1	13	0	0	0	1	1	51
07:15 AM	3	2	0	1	6	2	33	0	0	35	0	14	1	0	15	0	0	0	0	0	56
07:20 AM	4	1	0	2	7	4	39	0	1	44	0	11	1	1	13	0	0	0	2	2	66
07:25 AM	3	2	0	2	7	5	32	0	0	37	0	12	5	0	17	0	0	0	0	0	61
07:30 AM	2	1	0	1	4	8	47	0	0	55	0	19	7	0	26	0	0	0	0	0	85
07:35 AM	8	4	0	3	15	6	45	0	0	51	0	26	3	0	29	0	0	0	1	1	96
07:40 AM	7	3	0	4	14	4	52	0	1	57	0	25	5	1	31	0	0	0	2	2	104
07:45 AM	18	6	0	10	34	8	50	1	6	65	0	38	3	4	45	0	0	0	6	6	150
07:50 AM	11	7	0	16	34	14	78	0	5	97	0	34	5	3	42	0	0	0	10	10	183
07:55 AM	8	4	0	3	15	6	67	1	3	77	0	34	1	2	37	0	0	0	6	6	135
Total	71	35	0	46	152	66	537	2	17	622	0	250	34	12	296	0	0	0	28	28	1098
08:00 AM	5	4	0	6	15	10	60	0	0	70	0	27	4	0	31	0	0	0	1	1	117
08:05 AM	10	5	0	2	17	8	43	2	2	55	0	26	3	0	29	0	0	0	1	1	102
08:10 AM	3	3	0	1	7	4	27	0	0	31	0	24	2	0	26	0	0	0	1	1	65
08:15 AM	3	2	0	4	9	5	33	3	0	41	0	24	1	2	27	0	0	0	3	3	80
08:20 AM	1	3	0	3	7	6	35	1	0	42	0	23	5	1	29	0	0	0	2	2	80
08:25 AM	3	3	0	2	8	4	38	3	1	46	0	26	3	0	29	0	0	0	1	1	84
08:30 AM	5	5	0	2	12	1	38	0	0	39	0	23	0	3	26	0	0	0	7	7	84
08:35 AM	7	3	0	14	24	3	61	2	2	68	0	26	7	1	34	0	0	0	7	7	133
08:40 AM	4	6	0	4	14	6	61	4	1	72	0	19	2	5	26	0	0	0	2	2	114
08:45 AM	17	3	0	13	33	2	76	3	4	85	0	31	7	1	39	0	0	0	6	6	163
08:50 AM	17	6	0	12	35	8	65	0	3	76	0	34	2	4	40	0	0	0	14	14	165
08:55 AM	14	5	0	18	37	8	68	3	3	82	0	28	6	0	34	0	0	0	8	8	161
Total	89	48	0	81	218	65	605	21	16	707	0	311	42	17	370	0	0	0	53	53	1348

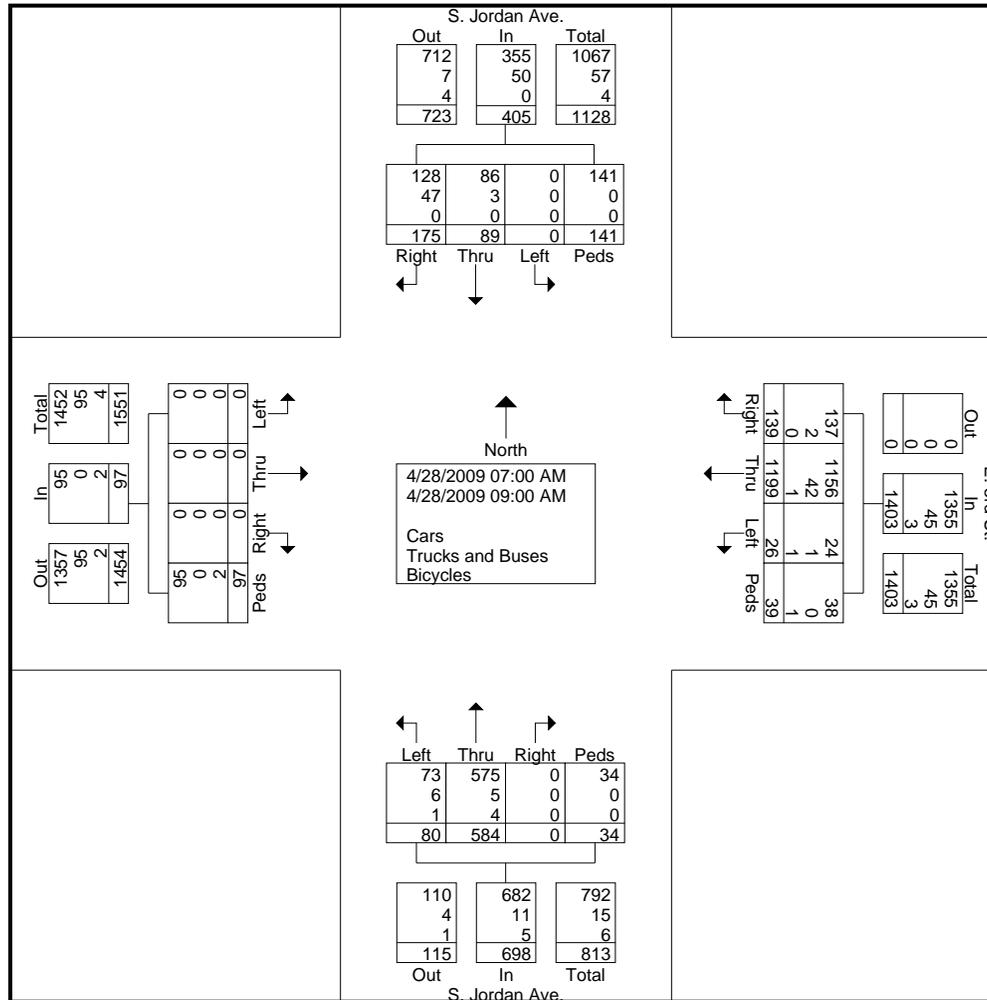
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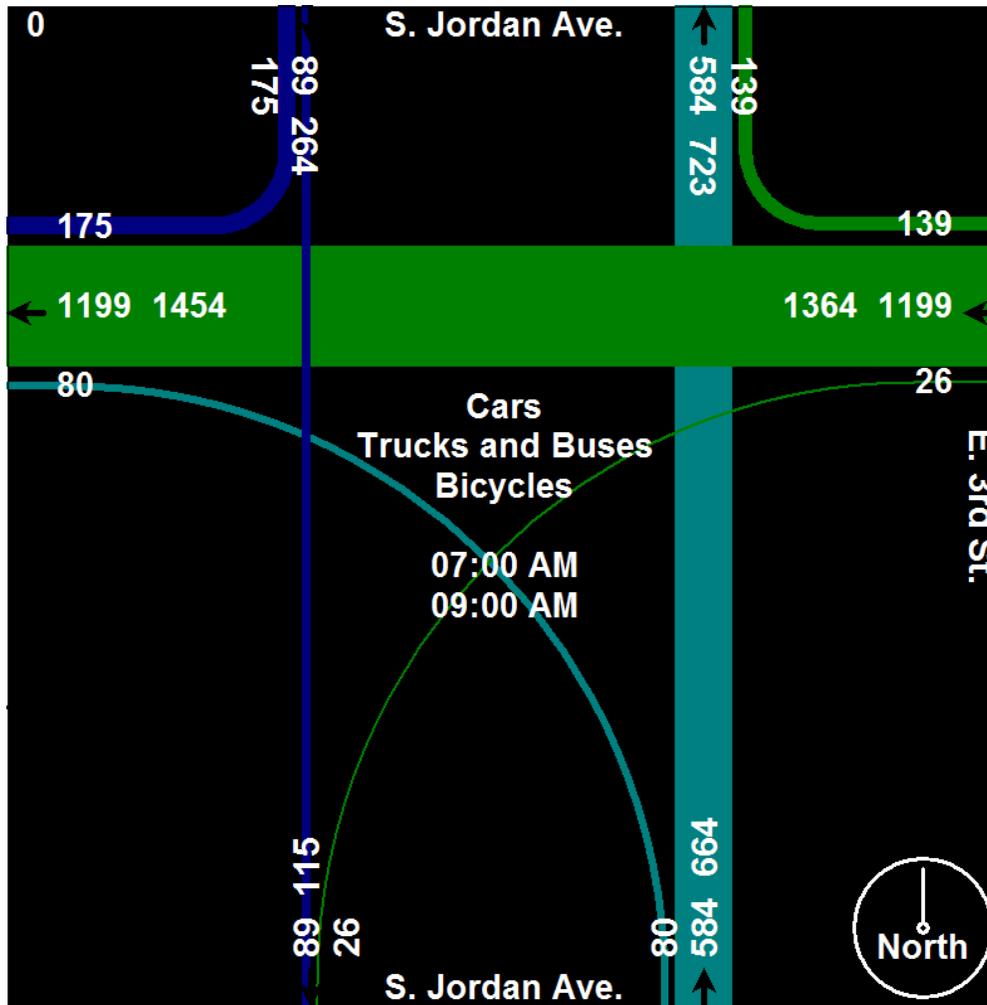
Signalized Intersection Project

File Name : E. 3rd St. and S. Jordan Ave. 7-9 AM
 Site Code : 00000000
 Start Date : 4/28/2009
 Page No : 2

Groups Printed- Cars - Trucks and Buses - Bicycles

Start Time	S. Jordan Ave. From North					E. 3rd St. From East					S. Jordan Ave. From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
09:00 AM	15	6	0	14	35	8	57	3	6	74	0	23	4	5	32	0	0	0	16	16	157
Grand Total	175	89	0	141	405	139	1199	26	39	1403	0	584	80	34	698	0	0	0	97	97	2603
Apprch %	43.2	22	0	34.8		9.9	85.5	1.9	2.8		0	83.7	11.5	4.9		0	0	0	100		
Total %	6.7	3.4	0	5.4	15.6	5.3	46.1	1	1.5	53.9	0	22.4	3.1	1.3	26.8	0	0	0	3.7	3.7	
Cars	128	86	0	141	355	137	1156	24	38	1355	0	575	73	34	682	0	0	0	95	95	2487
% Cars	73.1	96.6	0	100	87.7	98.6	96.4	92.3	97.4	96.6	0	98.5	91.2	100	97.7	0	0	0	97.9	97.9	95.5
Trucks and Buses	47	3	0	0	50	2	42	1	0	45	0	5	6	0	11	0	0	0	0	0	106
% Trucks and Buses	26.9	3.4	0	0	12.3	1.4	3.5	3.8	0	3.2	0	0.9	7.5	0	1.6	0	0	0	0	0	4.1
Bicycles	0	0	0	0	0	0	1	1	1	3	0	4	1	0	5	0	0	0	2	2	10
% Bicycles	0	0	0	0	0	0	0.1	3.8	2.6	0.2	0	0.7	1.2	0	0.7	0	0	0	2.1	2.1	0.4







INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

901478990

Page 1 of 5

Local ID 101743

Date of Crash 08/03/2010	Day of Week Tue	Actual Local Time 10:10 PM	County MONROE	Township BLOOMINGTON	# Motor Vehicles 2	# Injured 2	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On 3RD ST			Nearest Intersecting Road/Highway/Marker/Interchange JORDAN AVE		If not an intersection, number of feet from	Direction	Road Classification LOCAL/CITY ROAD		
Inside Corporate Limits? YES	City/Town or Nearest City/Town BLOOMINGTON			Property? OTHER	Crash Latitude		Crash Longitude		
Driver #1 NAM, JAYOUNG		Driver #2 SHIN, YOUNG S		Driver #3		Driver #4			

Driver Contributing Circumstances					Vehicle Contributing Circumstances					Environment Contributing Circumstances					Area Information	
Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Alcoholic Beverages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Engine Failure or Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hit and Run	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Illegal Drugs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Accelerator Failure or Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	School Zone	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prescription Drugs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Brake Failure or Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rumble Strips	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driver Asleep or Fatigued	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Tire Failure or Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Locality	URBAN
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driver Illness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Headlight(s) Defective or Not On	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Light Condition	DARK (LIGHTED)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unsafe Speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other Lights Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Weather Conditions	CLEAR
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Failure to Yield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Steering Failure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Surface Condition	DRY
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Disregard Signal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Window/Windshield Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Type of Median	NONE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Left of Center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Oversize/Overweight Load	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Type of Roadway Junction	NO JUNCTION INVOLVED
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improper Passing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Insecure/Leaky Load	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road Character	STRAIGHT/LEVEL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improper Turning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Tow Hitch Failure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Roadway Surface	ASPHALT
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improper Lane Usage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Construction	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Following Too Closely	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If Yes, Construction Type	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unsafe Backing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environment Contributing Circumstances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic Control Devices	TRAFFIC CONTROL SIGNAL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Overcorrecting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Glare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic Control Device Operational?	YES
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ran off Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Roadway Surface	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Was this crash the result of aggressive driving?	NO
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wrong Way on One Way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Holes/Ruts in Surface	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian's Action	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Shoulder Defective	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passenger Distraction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road Under Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Restriction Violation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Severe Crosswinds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Jackknifing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Obstruction Not Marked	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cell Phone Usage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Lane Marking Obscured	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other Telematics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	View Obstructed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driver Distracted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Animal/Object in Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speed/Weather Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic Ctl Inop/Missing/Obscure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Unsafe Lane Movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Utility Work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Total Estimate of all damage in the Crash:
\$5001 TO \$10000

Other Property Damage (1) ONE WAY STREET SIGN	State Property NO	Owner's Name and Address CITY OF BLOOMINGTON 401 North Morton St BLOOMINGTON IN 47402
Other Property Damage (2)	State Property	Owner's Name and Address

Witness/Other Participant			Non-Motorist	
<input type="checkbox"/> Witness #	Name		(Last Name, First Name, MI)	
<input type="checkbox"/> Other Participant			Non-Motorist Type	Non-Motorist Action
Address etc.			Apparent Physical Condition	
Phone #	Location at Time of Crash		Cited?	Direction
<input type="checkbox"/> Witness #	Name		Street/Highway	
<input type="checkbox"/> Other Participant			Traffic Control? If yes, was traffic control operational?	
Address etc.				
Phone #	Location at Time of Crash			

Local ID
101743

Type of Crash OTHER - EXPLAIN IN NARRATIVE					
Time Notified 10:13 PM	Time Arrived 10:15 PM	Other Location of Investigation AT SCENE ONLY			
Assisting Officer WINENGER	ID No. 52	Agency INDIANA UNIV BLOOMINGTON PD	Investigation Complete? YES	Photos Taken? NO	
Assisting Officer	ID No.	Agency	Date of Report 08/03/2010		
Investigating Officer KING, C	ID No. 27	Agency INDIANA UNIV BLOOMINGTON PD	Reviewing Officer THOMAS H LEE 55		

Narrative

On 08/03/2010 I arrived to 3rd Street and Jordan for a personal injury accident. I saw V1 located up on a curb on the Northwest corner of the intersection. A city street sign reading "one-way" was knocked down in front of V1's front bumper. V2 was located on the same curb to the left of V1. Both D1 and P1 were out of their vehicle. D1 and P1 stated they felt fine, but wanted to be checked by EMT. Both subjects were transported by BHAS to Bloomington Hospital for injuries. D2 was also out of his vehicle and said he felt no pain. D2 was checked by EMT, but he signed and SOR form.

D1 stated that she was traveling West on 3rd Street. D1 said she approached the intersection of 3rd and Jordan, and saw V2 traveling North into the intersection. D1 said she tried to slow down to avoid collision, but was hit in the front left bumper by V2. D1 said V1 was knocked into the Northwest curb of the intersection and she hit the city street sign. D1 said her traffic light was green and she did not understand why V2 had entered the intersection.

D2 stated that he was pulling out of the "Copper Cup" and could see that the traffic light was green. D2 said that he turned right onto Jordan Avenue and drove North. D2 said he approached the intersection of 3rd Street and Jordan, and saw V1 traveling West through the intersection. D2 said he tried to stop so he could avoid collision with V1. D2 said his front right bumper hit V1's front left bumper. D2 said after making impact with V1, V2 was knocked onto the Northwest curb. D2 said his traffic light was green and he did not know why V1 was in the intersection.

Both V1 and V2 were towed by Coleson Towing due to the damage.

There are no witnesses to the accident, so I am unable to determine which driver was suppose to yield at the intersection.

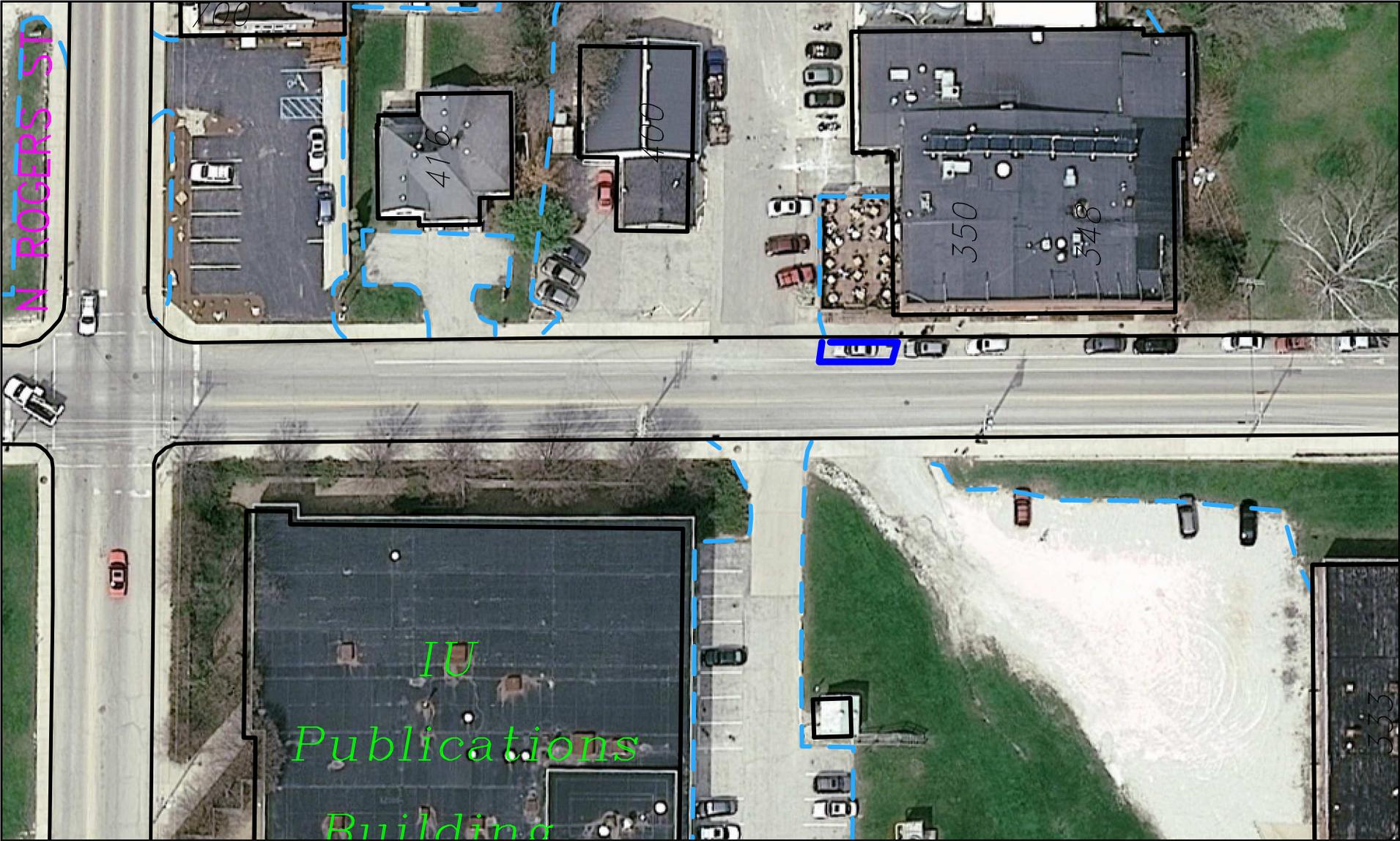
For Internal Use Only
Not a Legal State Copy

To the Traffic Commission:

I am sending this email as a request for the addition of a street side handicapped parking space for Upland Brewing Company at our 350 W 11th Street location. Although we currently offer handicap parking spaces within our parking lot, Upland Brewing Company would like to have a handicapped parking space that is closer and easier for our patrons to the entrance to our establishment. Upland Brewing Company is asking for this request and would be willing to provide any more information or assistance for this request.

Sincerely,

Troy Lewis
Construction Manager
Upland Brewing Company
[\(812\) 327-7391](tel:(812)327-7391)



N ROGERS ST

700

416

400

350

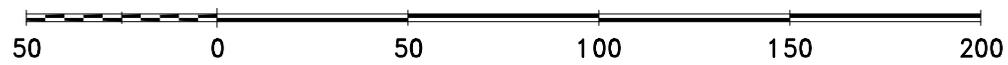
348

IU
Publications
Building

333

West 11th Street

By: kehrberp
20 Jul 11



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 50'

Contact: Denise Dean
Secretary
Bloomington Traffic Commission
Phone: (812) 349-3417
Email: traffic.commission@bloomington.in.gov

City Hall at Showers
Suite 130
401 North Morton Street
Bloomington, IN 47404

TRAFFIC COMMISSION

MEETING NOTICE

Bloomington Traffic Commission

Request to add an accessible parking space on West 11th Street

July 27, 2011: The City of Bloomington Traffic Commission will meet to discuss a request to add a handicap accessible parking space on 11th Street from Rogers Street to Morton Avenue in front of Upland Brewery.

The addition of this parking space is to be discussed and voted on by the Bloomington Traffic Commission, an advisory Commission to the Bloomington City Council.

This meeting will be held on July 27, 2011 at 5:30p.m. at City Hall Council Chambers, 401 North Morton Street, Bloomington, Indiana.

Members of the public are welcome to attend and express their thoughts and opinions on this request that will be voted on and if approved, forwarded to the City Council for their consideration.





Bus Stop
2 3

STOP

Handicapped

Bus Stop





Contact: Denise Dean
Secretary
Bloomington Traffic Commission
Phone: (812) 349-3417
Email: traffic.commission@bloomington.in.gov

City Hall at Showers
Suite 130
401 North Morton Street
Bloomington, IN 47404

TRAFFIC COMMISSION

MEETING NOTICE

Bloomington Traffic Commission

Request to eliminate parking spaces on South Jordan Avenue

July 27, 2011: The City of Bloomington Traffic Commission will meet to discuss a request to eliminate parking on the eastside of Jordan Avenue from Atwater Avenue north 42 feet. This change is a request from Indiana University Transit to allow for improvements to their route serving this area.

The elimination of this parking is to be discussed and voted on by the Bloomington Traffic Commission, an advisory Commission to the Bloomington City Council.

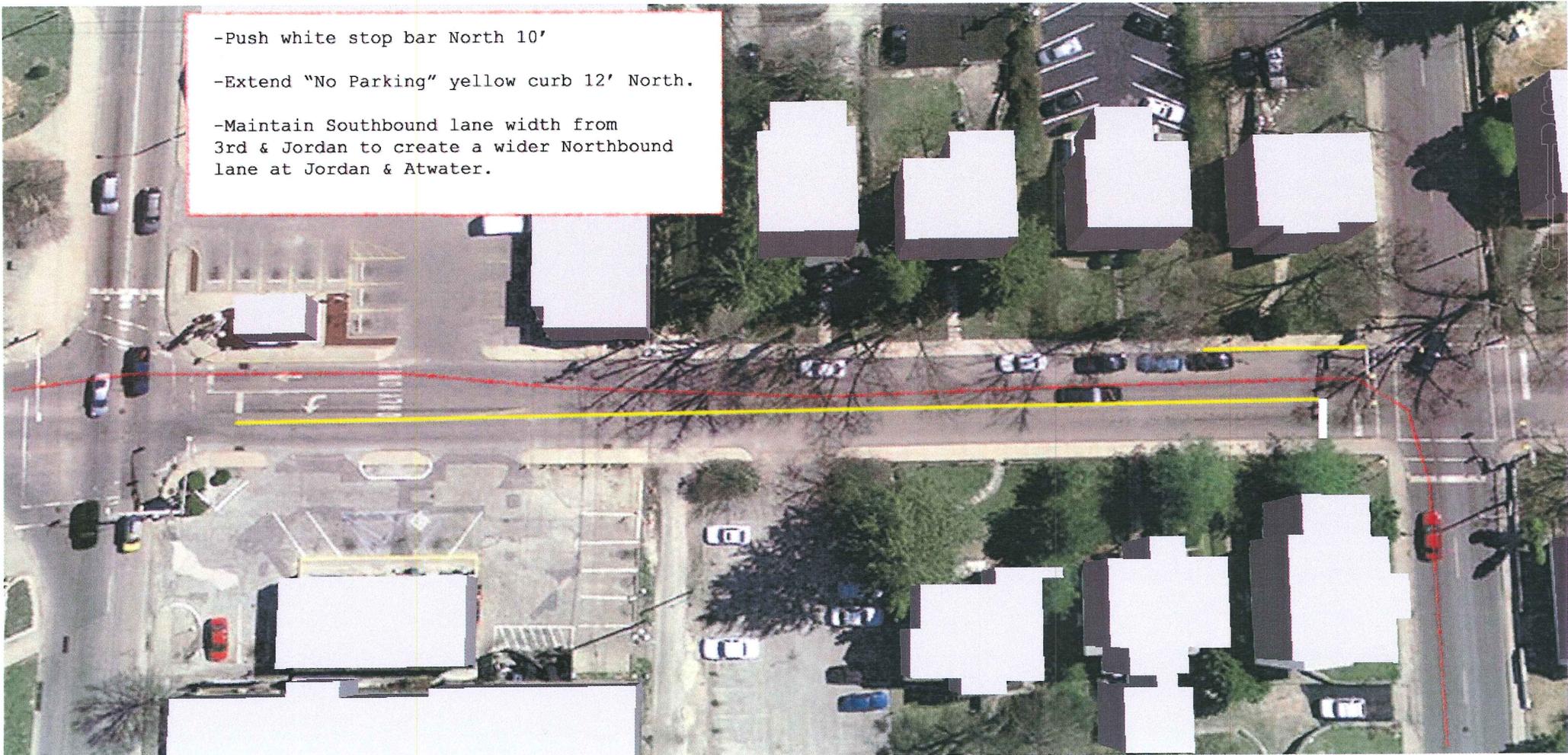
This meeting will be held on July 27, 2011 at 5:30p.m. at City Hall Council Chambers, 401 North Morton Street, Bloomington, Indiana.

Members of the public are welcome to attend and express their thoughts and opinions on this request that will be voted on and if approved, forwarded to the City Council for their consideration.

-Push white stop bar North 10'

-Extend "No Parking" yellow curb 12' North.

-Maintain Southbound lane width from
3rd & Jordan to create a wider Northbound
lane at Jordan & Atwater.





8

NO PARKING

NO PARKING

NO PARKING



Atwater

ONE WAY
←

⊘

ONE WAY
←

ONE WAY
←





NOTICE OF MEETING
TRAFFIC COMMISSION
PARKING CHANGES
349-3417

MISSI
RESTAURANT

Contact: Denise Dean
Secretary
Bloomington Traffic Commission
Phone: (812) 349-3417
Email: traffic.commission@bloomington.in.gov

City Hall at Showers
Suite 130
401 North Morton Street
Bloomington, IN 47404

TRAFFIC COMMISSION

MEETING NOTICE

Bloomington Traffic Commission

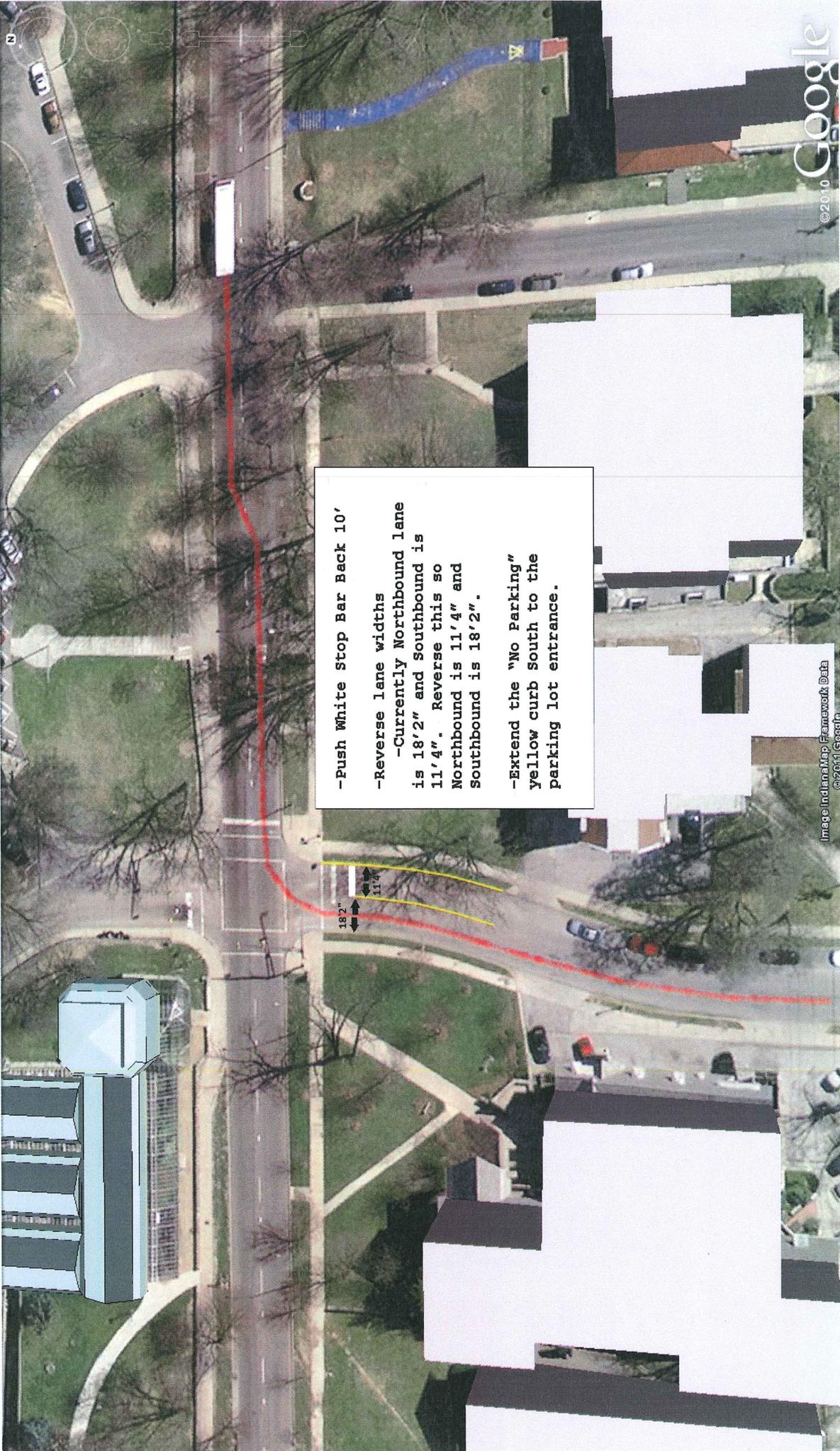
Request to eliminate parking spaces on South Hawthorne Drive

July 27, 2011: The City of Bloomington Traffic Commission will meet to discuss a request to eliminate parking spaces on the eastside of Hawthorne Drive from 3rd Street south to the parking lot entrance. This change is a request from Indiana University Transit to allow for improvements to their route serving this area.

The elimination of these parking spaces is to be discussed and voted on by the Bloomington Traffic Commission, an advisory Commission to the Bloomington City Council.

This meeting will be held on July 27, 2011 at 5:30p.m. at City Hall Council Chambers, 401 North Morton Street, Bloomington, Indiana.

Members of the public are welcome to attend and express their thoughts and opinions on this request that will be voted on and if approved, forwarded to the City Council for their consideration.



-Push White Stop Bar Back 10'
-Reverse lane widths
-Currently Northbound lane is 18'2" and Southbound is 11'4". Reverse this so Northbound is 11'4" and Southbound is 18'2".
-Extend the "No Parking" yellow curb south to the parking lot entrance.





NOTICE OF BILLING
TRAFFIC COMMISSION
PARKING CHANGES
349-3417

ONE
WAY
←

W 5th

ONE
WAY
←



W 13th

ONE WAY
←

OFFICE OF BUSINESS
DEVELOPMENT
1000 University
Blvd, Suite 100
Durham, NC 27708
919-286-3417

SUNSHINE REALTY
1000 University Blvd, Suite 100
Durham, NC 27708
919-286-3417

ONE WAY
→

ONE
WAY
→



NO PARKING
IN FRONT OF
BUS STOP
OR
BUS BAY

NO PARKING

Contact: Denise Dean
Secretary
Bloomington Traffic Commission
Phone: (812) 349-3417
Email: traffic.commission@bloomington.in.gov

City Hall at Showers
Suite 130
401 North Morton Street
Bloomington, IN 47404

TRAFFIC COMMISSION

MEETING NOTICE

Bloomington Traffic Commission

Request to Change Parking to allow for the Addition of Bike Lanes/Sharrow's on Rogers Street

July 27, 2011: The City of Bloomington Traffic Commission will meet to discuss a request to change parking along Rogers Street from the East side to the West Side.

The City of Bloomington Greenways Plan calls for the addition of Bike Lanes along Rogers Street between 2nd Street and 17th Street. With the recent work and resurfacing along Rogers Street between Kirkwood Avenue and 11th Street, we would like to work to implement this change.

Due to the pavement width of 36 feet, a bicycle lane in each direction is not possible, however with the usage of a 'sharrow' pavement marking (indicates a lane shared between bicyclist and vehicle) this can be accomplished. In doing this, we would like to place a bike lane along the east side of Rogers between Kirkwood Avenue and 11th Street, to allow slower moving bike traffic to travel safely outside the vehicular travel lane and additionally safer by moving parked cars to the west side of Roger Street to eliminate conflicts with opening car doors. Sharrow pavement markings would then be placed along the southbound lane of Rogers Street to indicate shared usage of the roadway between vehicles and bicyclists who may travel faster with the downward grades in this section of Rogers Street.

These changes in parking are to be discussed and voted on by the Bloomington Traffic Commission, an advisory Commission to the Bloomington City Council.

This meeting will be held on July 27, 2011 at 5:30p.m. at City Hall Council Chambers, 401 North Morton Street, Bloomington, Indiana.

Members of the public are welcome to attend and express their thoughts and opinions on this request that will be voted on and if approved, forwarded to the City Council for their consideration.

RELEASE DATE: JULY 20, 2011

City of Bloomington

Alternative Transportation & Greenways System Plan

-  Bike Lane
-  Signed Route
-  Sidepath
-  Multi-Use Trail
-  Sidewalk
-  Access to County

-  Parks
-  City Limits

0.5 0 0.5 1 Miles



This map was created using the City of Bloomington GIS, for use by the City and general public as map information. Information on this map is based on aerial photography from March 1991, March 1992 and updated April 1998. The accuracy of this map is not warranted.

RATIO Ratio Architects
107 S. Pennsylvania St.
Suite 100
Indianapolis, IN 46204
(ph) 317-633-4040
(fx) 317-633-4153
ARCHITECTS www.ratioarchitects.com

*2001 Bicycle & Pedestrian
Facilities Network*

Bicycle & Pedestrian Facilities

2. Bike Lanes

Bike lanes are defined as a portion of the road that has been designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

Bike lanes have a channelizing effect on traffic and allow for more predictable movements of cars and bicycles. Less experienced bicyclists are much more confident in a bike lane versus a signed bike route.

Bike lanes should:

- Travel in one direction only.
- Travel in the same direction as vehicular traffic.
- Be located on the right side of the street (unless bike lane is to the left of a vehicular right turn).

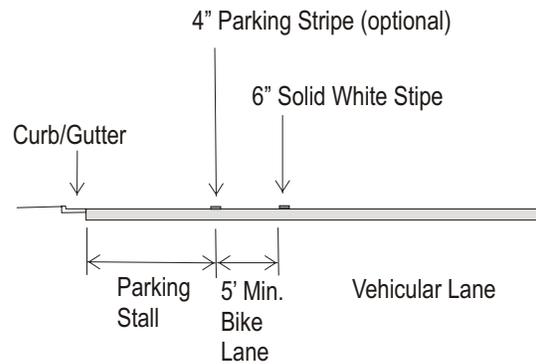
Facility Design & Size

Bike lanes can be integrated onto most city streets providing that the following space requirements are met:

- 4' bike lanes are suitable for streets with 30-40 mph traffic; 5' for streets with vehicular speeds greater than 40 mph.
- 5' bike lane on streets with curb and gutters; 4' bike lane without curb and gutters.

Bike lanes should always be located between on-street parking and vehicular travel lanes. The dimension of bike lanes may vary depending on the type of on-street parking.

- 5' bike lanes should be located on streets with marked parking stalls.
- Bike lanes should be an additional 1-2' wide in areas with short-term, high demand on-street parking.



Bike Lane Cross Section

Intersection Considerations

Conflicts between motorists and bicyclists are greatest at intersections. Good signage and pavement markings with clear directional information will reduce potential conflicts.

Typically bike lane pavement markings will stop before the intersection and pedestrian crossing markings. It is advisable to continue a dotted line through the intersection to:

- Alert motorists at busy intersections of bike traffic.
- Provide safe access for bicyclists progressing through T-intersections.

Motorists making right turns do not always see bicyclists approaching the intersection especially if they are attempting to position themselves in a right turn only lane. The following are options that will allow for improved bicycle safety in right turn lane situations:

- Continue the solid stripe of the bike lane to the intersection.
- Use a dotted line or end the bike lane stripe to allow traffic to merge to the right.
- Use "Share the Road" signage or "Right Turn; Yield to Bikes".

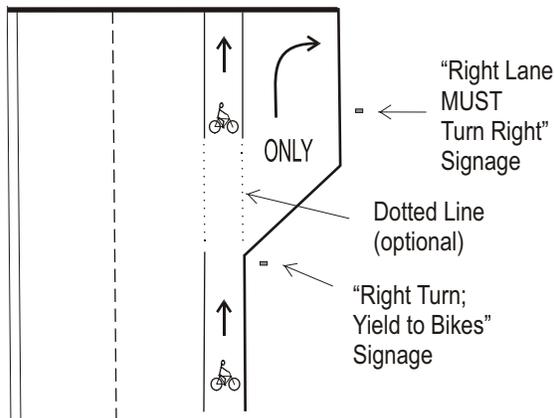
Bicycle & Pedestrian Facilities

2. Bike Lanes Cont.

Left turns are more complicated for bicyclists because they may require weaving through multiple lanes of traffic. Left turns by bicyclists are often unanticipated by motorists. Bicyclists will typically use one of the following two options when making a left turn:

- Experienced bicyclists may wish to merge with left turning traffic and turn as a vehicle would.
- Less experienced bicyclists may decide to undertake a 2-step left turn which requires travelling straight through the intersection, stopping at the far corner and then proceeding straight again when permitted.

Sensors or loop detectors, push buttons activators, and a separate green light for bicycle/pedestrian crossings are all options to promote safer crossings at busy intersections.



Bike Lanes & Vehicular Right Turns

Signage & Pavement Markings

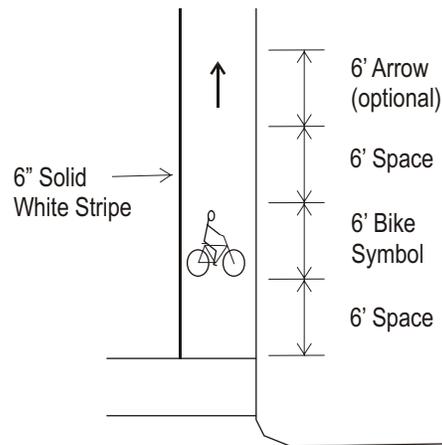
Signage and pavement markings are essential to on-street bicycle facilities. Repetition of information on signs and pavement will reinforce messages for bicyclists and motorists alike.

Signs and pavement markings should be used to:

- Indicate direction of travel.
- Identify bus stops, pedestrian crossings, destinations, steep grades, sharp turns, etc.

Bike lane pavement markings should include:

- A 6" wide solid white line to separate bike lanes from vehicular traffic.
- A 4" wide solid white line to separate bike lanes from on-street parking spaces.
- Striping on entry and exit of intersections.
- Bicycle stencils, directional arrows, and diamonds at every major intersection. Additional stencils may be needed along longer stretches of bike lane.



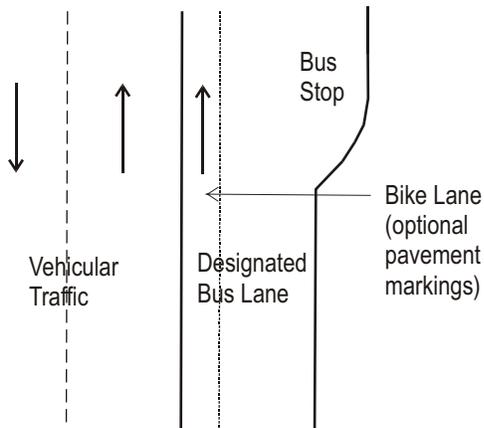
Bike Lane Pavement Markings

Bicycle & Pedestrian Facilities

2. Bike Lanes Cont.

Bicycle/Bus Lane Combination

It is possible for buses and bicycles to share a designated lane. Buses travel at lower speeds and make frequent stops, making it safe for bicycles to pass on the left side (except for school buses).



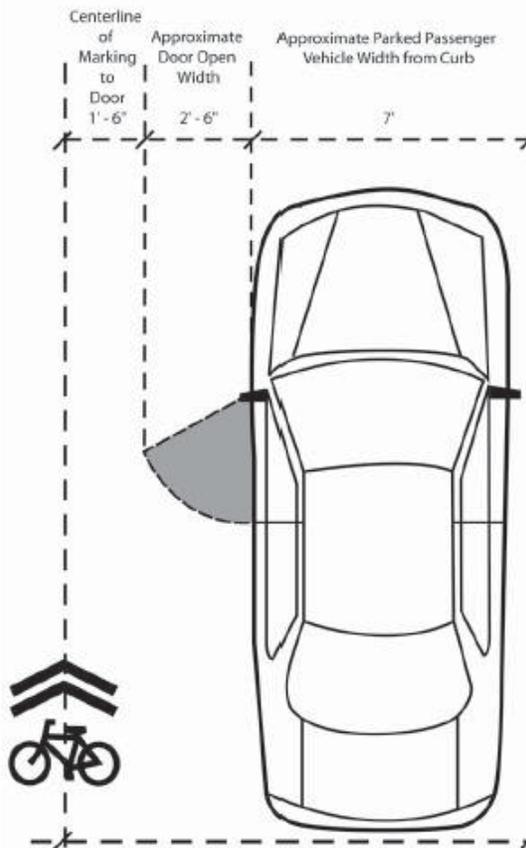
Bike/Bus Lane Combination

Bicycle & Pedestrian Facilities

3. Sharrows

Share-the-Road Arrows, or Sharrows, are defined as pavement markings painted in vehicular travel lanes which send a visual cue to both motorists and cyclists that cyclists are encouraged to ride in the center of the travel lane.

This positioning is intended to promote safe predictable riding practices and reduce the likelihood of a cyclist colliding with an open door from a parked car or riding off the pavement. By emphasizing the cyclist's right to travel in the middle of the lane, sharrows also help dispel the misconception that cyclists should always travel at the extreme right edge of the road.



Legally, sharrows do not change the rights or responsibilities of motorists or cyclists. They do not restrict motorists from using the sharrow lane, nor do they prevent cyclists from using other lanes.

Sharrows should:

- Direct bicycle travel in same direction as vehicular traffic
- Be located in center of the travel lane
- Be used to connect bike lanes only when there are road width limitations

Facility Design & Size

The markings consist of a bicycle symbol with two arrows pointing in the direction of travel and should be designed to be consistent with the Manual of Uniform Traffic Control Devices (MUTCD), the national standard for lane marking and signage.



Sharrows markings on Walnut Street.



Quality of Environment
Quality of Environment
BEAD
BEAD

No Parking
EXCEPT
TOWERS



NO
LEFT
TURN

W 15th





STOP

2 mi
C
D





W 17th

KELLEY
PH. 332-1161







