

**CLARIFICATIONS AND RESPONSES TO QUESTIONS
TO THE
NEIGHBORHOOD TRAFFIC SAFETY PROGRAM
PROSPECT HILL NEIGHBORHOOD
WEST THIRD STREET
ENGINEERING REPORT**

(Question) Explain the traffic counts on 4th Street and Howe, why those counts were chosen and what impact do those counts have on the report?

(Answer) One count was chosen for West 4th Street and West Howe Street for prior to installation (02/18/2011) and one count was chosen post installation of the test cushions (06/13/2011). These specific counts were chosen because they have complete counts for the project street, West 4th Street and West Howe Street. Other counts were performed on both 4th Street and West Howe Street, but were not considered due to missing data on corresponding streets and/or differing blocks where they were taken. While the counts do show some increases, they are in no way near the undesirable amount established by the Neighborhood Traffic Safety Program for a Collector Street (150 vehicles per day). It is also documented through our Thoroughfare Plan Map that this section of West Third Street is classified as a Neighborhood Street.

(Question) Clarify figure #3 “comparison of 85th percentile” and explain the presented information?

(Answer) A typo has been discovered on Figure #3 and the corrections have been included in this report. Line one of the figure should read from ‘S Jackson St. to S Fairview St’ and the volume should be changed to 1226 ADT. The comparison streets were chosen to provide a speed comparison of West 3rd Street to other streets throughout Bloomington that have similar volumes or characteristics. East Covenant Drive (Secondary Collector) was included on the chart to show the speeds on other streets with traffic calming installed. It was not the intention of the report to depict that West 3rd Street (Neighborhood Street) shares a classification with East Covenant Drive but rather to only compare the volumes of traffic.

(Question) Clarify statements about emergency services and statements made by Bloomington Fire Chief Roger Kerr.

(Answer) Chief Roger Kerr has responded on 02/20/12 that the Fire Department has no problem with the installation of the modified cushions. The evaluation that was conducted and included in this report was completed prior to the proposed

modifications to the cushions and the removal of the proposed bump-outs on Jackson. If cushions are chosen, Engineering recommends that they be narrowed so that Fire Trucks will not be affected.

(Question) Clarify conflicting statements about noise in the study.

(Answer) No noise studies have been conducted during this Engineering evaluation. Conclusions about increased noise in the recommendations are based on material that was presented during neighborhood meetings and emails concerned residents. Within the Neighborhood Traffic Safety Program Guidelines, noise is mentioned as increasing with the usage of speed humps. It is important to note that many of the residents along West 3rd Street have expressed that there has not been an increase in noise on the project street. The negative impact of noise in the recommendations has been removed from the report.

(Question) On what dates were the test cushions installed, moved and removed from the 3rd Street and what were the associated costs?

(Answer) The following shows the dates of the moves and the labor cost.

02/28/2011	Install test cushions and bump-out.	\$1200
04/27/2011	Remove bump-out and move test cushions.	\$2000
10/14/2011	Repair test cushions.	\$150
02/28/2011	Remove test cushions.	\$1450

The above clarifications and answers are relative to the report and have been considered in the final recommendation by the Engineering Department. The Engineering Department continues to recommend that no additional traffic calming is necessary due to the 85th percentile speed in the study were ± 5 mph of the posted speed limit of 25mph. We continue to support the installation of the chicanes and the staggered parking as an effective method of traffic calming on West 3rd Street.

Street	Start Date	S Rogers St to S Jackson St	Jackson, 3rd to 3rd	Jackson St to S Fairview	Fairview St to S Maple	S Maple St to S Euclid Ave	S Euclid Ave to S Buckner St	S Buckner St to S Dawson St	
		85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT
W. 3rd St.	10/15/2001								
	7/11/2001							984	
	11/15/2004							1177	
	7/6/2009							1032	
									1165
	Fall 2009	No configuration change	No changes	Shift Parking	Shift Parking	Shift Parking	Shift Parking	Chicanes	
	3/2/2010	25 mph	1384	26 mph	1242	19 mph	1172	25 mph	1138
	7/7/2010	24 mph	1403						
	2/18/2011	25 mph	1340	19 mph	1396	27 mph	1242	25 mph	1217
	2/28/2011	No configuration change	Bump-out	Cushion mid-block	Cushion mid-block	Cushion mid-block	Cushion mid-block	No configuration change	
	4/5/2011	28 mph	1490	18 mph	1392	18 mph	1248	21 mph	1206
	4/27/2011	No configuration change	remove bump-out	Cushion moved East	Cushion moved East	Cushion moved West	Cushion moved West	No configuration change	
	6/13/2011	25 mph	1328	18 mph	1364	20 mph	1119	24 mph	1104
10/3/2011	24 mph	1202	No Data	18 mph	974	24 mph	954	19 mph	950
Change from 2/18/2011 to 6/13/2011		0 mph	-12	1 mph	-32	3 mph	-138	No Data	No Data
Percent change		-0.9%	-2.3%	13.0%	-11.2%	11.1%	-11.1%	No Data	No Data

STOP SIGN

Street	Start Date	S Jackson to S Fairview	S Fairview to S Maple	S Maple to S Waldron	S Fairview St. to S Rogers St.		
		85th %	ADT	85th %	ADT		
W. 4th St.	7/29/1996						
	3/2/2010	28 mph	838		26 mph	466	
	7/7/2010	27 mph	950		29 mph	514	
	1/12/2011				30 mph	412	
	2/18/2011	29 mph	562		Installation of traffic control on 3rd Street		
	2/28/2012	Installation of traffic control on 3rd Street			4/5/2011	29 mph	651
	4/5/2011	29 mph	655		Reconfiguration of traffic control on 3rd Street		
	4/27/2012	Reconfiguration of traffic control on 3rd Street			6/13/2011	28 mph	540
	6/13/2011	28 mph	710		10/3/2011	27 mph	474
	10/3/2011	27 mph	638				
	10/10/2011	24 mph	823				
	Change from 2/18/2011 to 6/13/2011		No Data	No Data	No Data	1 mph	128
	Percent change		No Data	26.3%	No Data	No Data	31.1%

W Howe St

Change from 2/18/2011 to 6/13/2011
Percent change

S. Fairview St. to N. Jackson St		85th %	ADT
Start Date	3/2/2010	34 mph	10900
	2/16/2011	34 mph	9967
	Installation of traffic control on 3rd Street	34 mph	11338
	4/5/2011	32 mph	10688
	Reconfiguration of traffic control on 3rd Street	32 mph	11803
	10/3/2011	32 mph	11803
Change from 2/18/2011 to 6/13/2011		2 mph	721
Percent change		5.9%	7.2%

Plus

W 2nd St		85th %	ADT
Start Date	3/22/2010	36 mph	16421
	2/16/2011	38 mph	14742
	Installation of traffic control on 3rd Street	35 mph	16605
	4/5/2011	36 mph	16206
	Reconfiguration of traffic control on 3rd Street	34 mph	14438
	6/13/2011	34 mph	14438
	10/3/2011	34 mph	14438
Change from 2/18/2011 to 6/13/2011		2 mph	1464
Percent change		5.3%	9.9%

Equals

Total ADT Parallel Arterials		ADT
		27321
		24709
		27943
		26894
		28241
		2185
		8.8%

Percent of Vehicles by speed

Before and After installation of cushions

Street	1 - 15 mph		16 - 20 mph		21 - 25 mph		26 - 30 mph		31 - 35 mph		36 - 40 mph		> 41 mph	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
S Buckner St to S Davison St Change	4.8%	26.2%	31.3%	61.3%	50.9%	11.0%	11.5%	1.2%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%
	21.4%	30.0%	30.0%	30.0%	-39.9%	39.9%	-10.3%	-10.3%	-1.1%	-1.1%	-0.1%	-0.1%	0.0%	0.0%
S Maple St to S Euclid Ave Change	4.8%	8.5%	20.8%	35.9%	55.0%	46.9%	17.8%	7.9%	1.5%	0.8%	0.1%	0.0%	0.0%	0.0%
	3.7%	15.1%	15.1%	15.1%	-8.1%	8.1%	-9.9%	-9.9%	-0.7%	-0.7%	-0.1%	-0.1%	0.0%	0.0%
S Fairview St to S Maple St Change	6.6%	42.6%	27.6%	49.1%	46.9%	7.3%	16.5%	0.8%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%
	36.0%	21.5%	21.5%	21.5%	-39.6%	39.6%	-15.7%	-15.7%	-2.0%	-2.0%	-0.1%	-0.1%	0.0%	0.0%
S. Jackson St to S. Fairview St Change	10.2%	38.1%	63.7%	52.0%	25.1%	9.4%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	27.9%	11.7%	11.7%	11.7%	-15.7%	15.7%	-0.7%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average	6.6%	28.9%	35.9%	49.6%	44.5%	18.7%	11.7%	2.6%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%
	22.3%	13.7%	13.7%	13.7%	-25.8%	25.8%	-9.2%	-9.2%	-1.0%	-1.0%	-0.1%	-0.1%	0.0%	0.0%

Note: On average, 98.7% of drivers were below 30 MPH prior to installation of speed cushions. After the installation of speed cushions, that number has dropped to 99.7%. The effective range of the speed cushions is 20 MPH, with a major impact being seen by vehicles traveling between 21 and 30 mph.